

more than 15 years service at the time of confirmation ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1221/68*]

(b) No, Sir.

(c) Does not arise.

(d) The officers mentioned in the statement referred to above were granted the privilege of free passes on account of an *ad hoc* decision taken by the Government, as a special case, in view of the fact that these officers would make their Railway experience available to the Lok Sabha Secretariat.

Paper Plant in Tripura

10018. **SHRI MANIKYA BAHADUR** : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether in view of the fact that Tripura is a major bamboo growing area, the National Industrial Development Corporation Ltd., had recommended the setting up of a Paper Plant in the Public Sector with a capacity of 50 ton a day as early as April, 1965 ;

(b) if so, the reasons for the delay in arriving at a decision ;

(c) whether in view of the economic and industrial backwardness of the border areas of Tripura, a scheme for the setting up of a paper plant in the State is being included in the Fourth Five Year Plan as a Priority Project ; and

(d) if so, the allocation being made under the Plan for the purpose and the nature of priority being accorded to the project ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The National Industrial Development Corporation have prepared a feasibility report for a paper Mill in Tripura, wherein they have indicated the possibility of the establishment of a Paper Plant with a capacity of 50 tonnes a day.

(b) and (c). The Paper Industry is a highly capital intensive industry and a Paper Plant of a capacity of less than 100 tonnes a day, particularly after devaluation of Indian Rupee, is not considered a viable unit. Moreover the paper plants of capacity of 100 tonnes or more located in Tripura and such other places will have to market their products in far off consuming centres involving considerable Transport Charges, which will make it difficult for them to compete with the products of the Mills nearer to the consuming centres. Even if some method were found to surmount this difficulty, the question of the establishment of a paper project in public sector in Tripura will have to be thought of in relation to the overall programme of development of Eastern Region, within the financial resources that may be available.

Railway Lines in Tripura

10019. **SHRI MANIKYA BAHADUR** : Will the Minister of RAILWAYS be pleased to state :

(a) the average area and population whose needs are catered per kilo-meter length of railway lines in each State and in the country as a whole and how these figures compare with the corresponding figures for Tripura ;

(b) whether it is a fact that railway communication in Tripura is at the lowest level in the whole of the country and if so, the reasons therefor ;

(c) the criteria for allotment of funds for laying of new lines and for extension of existing ones under the Fourth Plan ; and

(d) whether the case of Tripura for extension of small existing line at least upto Agartala does stand the test for allotment of funds under the next Five Year Plan, and if not, in what respects Tripura's case falls short of the requirements ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The route kilometres of railway lines per thousand square kilometres of area and per lakh of population for all railways put together are 18.03 and 11.84 respectively,

The information about length of railway lines is only compiled railway-wise, and not State-wise.

(c) Within the very limited resources available for construction of new railway lines, projects are selected according to priorities for strategic requirements, for the development of major industries and the hinterland of ports, the exploitation or export of Minerals, etc., and not primarily on the basis of the population or area served by the Railways lines.

(d) The difficult ways and means position is not likely to permit inclusion of this line in Fourth Plan as it does not appear to qualify under any of the priorities.

Jute Mill in Tripura

10020. SHRI MANIKYA BAHADUR: Will the Minister of COMMERCE be pleased to state :

(a) whether there was a proposal from a private party for setting up a 150 looms jute mill in Tripura last year ;

(b) if so, the total capacity proposed to be installed in the territory ;

(c) whether the proposal was turned down ;

(d) if so, the reasons therefor ; and

(e) whether in view of the industrial and economic backwardness of the Union Territory, Government propose to give certain concessions including the granting of required foreign exchange for the setting up of a Jute Mill in Tripura during the year 1968-69 ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (e). M/s. Industrial Development Syndicate, Agartala (Tripura) applied for a licence in 1963 for setting up a new jute mill in Tripura. The application was rejected in terms of the policy viz. no further expansion in the capacity for standard goods was allowed. Subsequently, the matter was discussed with the then Chief Minister and the Minister of Industry, Tripura, and a Letter of Intent was issued on the 19th February 1965 valid for a period of six months in favour of the same firm for installing 150 looms. One of the considerations which weighed with Government in giving this permission was

that Tripura was very backward. The firm was to arrange import of essential machinery from U. K. on conditions acceptable to Government. As they failed to finalise a foreign exchange loan and as the Letter of Intent had been extended from time to time, it was not validated beyond 18.2.67. However, the party was informed that they may put up a fresh application to Government if they can arrange for import of capital equipment for the project on terms acceptable to Government.

Industrial Transmission Belts

10021. SHRI K. LAKKAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a new licence for the manufacture of industrial transmission belts has been granted to M/s Kilburn and Company and if so, the reasons therefor ;

(b) whether Government have considered that the full capacities of existing industries in West Bengal have not been utilised ; and

(c) if so, the broad policy regarding the belting industries ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) Does not arise.

(c) The industry is on the 'banned' list for licensing fresh capacity.

Issue of Import Licences

10022. SHRI R. BARUA : Will the Minister of COMMERCE be pleased to state :

(a) the total value of the import licences, export entitlement and total amount of export assistance given to (i) Standards Mills, Ltd. (ii) Indian Dystuff Industries, Bombay, (iii) Mafatal Services (P) Ltd., (iv) Blundel Eomite Paints Ltd. (v) Mandya National Paper Mills Ltd., Bangalore, (vi) G. C. Edulje and Co., Nagpur (vii) Lakhnupal Ltd., (viii) Murphy India Ltd., during the last four years ;

(b) these purpose of using these