

The interim report by Mr. G. L. Moro was presented to the European Parliament on the 23rd November, 1965.

The report briefly describes the efforts made by the India's Economic Mission at Brussels to establish bilateral contacts with the E.E.C. Commission with a view to discussing trade relations between India and the Community. It analyses the development efforts of India through series of Plans and emphasises the magnitude of the financial burden which India has to bear in implementing fourth Five Year Plan and the need for providing not only financial assistance but help in the development of trade relations for enabling India to regain international stability in economic field. The heavy imbalance which India faces in her trade with the countries in the European Economic Community has been brought out clearly in the report.

The report recommends positive action on:

(i) coordination of programmes of the member countries of the Community in the Credit sector; and (ii) study of large scale specific agreements on determined products which will ensure steady and increasing flow of exports of Indian products to the Community.

The European Parliament in a resolution took note of the interim report and invited the Commission of the E.E.C. to intensify its contacts with representatives of the Indian Government with a view to prepare the opening of real bilateral negotiations between India and the countries in the Community. It also emphasised the importance of action for a co-ordinated programme of the Six member States of the Community in the field of economic and financial aid. The President of the Parliament was asked to transmit the resolution on the report to the Commission of the E.E.C. and to member Governments.

(c) Government welcomes the awareness of the European Community of the problem which India faces in developing her economy and appreciates the resolution passed by the European Parliament, and hopes that the initiative taken by the European Parliament would lay the foundation of an abiding relationship between India and the European Economic Community.

#### **Help to Ceylon for Railway Security**

2292. **Shri D. C. Sharma:**  
**Shri Ram Harkh Yadav:**

Will the Minister of Railways be pleased to state:

(a) whether it has been agreed to help Ceylon in reorganizing its railway security measures; and

(b) if so, the nature of help proposed to be given?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) Yes.

(b) The Government of Ceylon had requested the Government of India for lending them, for two months, the services of an expert, under the Colombo Plan, to examine and report on problems relating to the Security Service Organisation of the Ceylon Government Railways. The services of the Inspector-General Railway Protection Force of the Indian Railways, have accordingly been loaned to that Government.

#### **Ferry Service**

2293. **Shri Vasudevan Nair:**  
**Shri Indrajit Gupta:**  
**Shri Warior:**

Will the Minister of Railways be pleased to state the amount that is being spent every year by the Indian Railways for the maintenance of Ferry Service across Sahibganj—Sakrigali Ghat—Manihari Ghat and Farakka—Khejuria Ghat?

**The Minister of State in the Ministry of Railways (Dr. Rami Subhag**

Singh): The amounts spent for the maintenance of ferry services across Sakrigali Ghat—Maniharj Ghat, and Farakka-Khejuria Ghat for the last two years are as follows:—

Year	Expenditure (in lakhs)	Rs.
		1963-64
1964-65	39.52	

These figures are exclusive of expenditure incurred on major repairs to vessels in the Marine Workshops at Mokameh, as and when necessary. This expenditure varies from year to year and was approximately Rs. 12.00 lakhs in 1964-65, for combined repairs to vessels plying these services as well as across Mahadeopur Ghat—Barari Ghat and Paleza Ghat—Mahendru Ghat.

#### Exports to Malaya and Singapore

2294. **Shri Warier:**  
**Shri Vasudevan Nair:**  
**Shri Daji:**  
**Shri Indrajit Gupta:**

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that our exports to Malaya and Singapore have dropped heavily in the last quarter of 1965;

(b) whether it is also a fact that our trade balances have been almost washed away as a result of the drop in exports; and

(c) if so, the reasons therefor?

The Minister of Commerce (Shri Manubhai Shah): (a) There has been a decline in India's exports to Malaya and Singapore from Rs. 7.29 crores in 1964-65 (April-August) to Rs. 5.12 crores in the corresponding period of 1965-66.

(b) and (c). The decline has been mainly in petroleum products, cotton piece goods, sugar, cotton and synthetic fabrics and apparel. Owing to our inability to export sugar and petroleum products and the establishment of factories in Singapore for the

manufacture of textiles and ready-made garments. India has had favourable balances of trade with Malaya and Singapore in 1963-64 and 1964-65 and the question of trade balances being washed away by the decline in exports in the above period does not arise. Our exports are likely to pick up in the remaining period of the year.

#### Banglore-Chickballapur - Bangarpet Railway Line

2295. **Shri Linga Reddy:** Will the Minister of Railways be pleased to state:

(a) whether a survey has been made for the conversion of the Bangalore-Chickballapur-Bangarpet railway into Broad Gauge;

(b) whether there is a great demand by the public for its conversion;

(c) whether the people of Chittoor, Andhra Pradesh are agitating for a rail link from Madanapalle to Chintamani; and

(d) the action taken by Government in this regard?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). Representations have been received for the conversion of the Bangalore-Chickballapur-Bangarpet narrow gauge line to broad gauge. Although no regular survey for this conversion has been undertaken, investigations made in this regard revealed that the conversion is not financially justified.

(c) and (d). Representations have been received for the construction of this line. However, this proposal cannot merit sufficient priority for its inclusion in the Fourth Plan schemes, in view of the very limited funds available for new lines. Hence no further action is proposed at this stage.