

tor/user, but the latter is not in a position to supply the necessary designs and shop drawings.

- (iv) Where the equipment proposed to be imported is patented or is of a proprietary nature and the foreign supplier is not prepared to divulge the know-how/designs and drawings.
- (v) The foreign exchange required for import of *components* needed by the indigenous manufacturer to fabricate a particular item is nearly the same as the foreign exchange required for the import of the complete item.

(d) The possibility of substitution of imports is kept under constant review, and efforts are made to create capacity either in the public or private sector to undertake manufacture of such of the items as are not being manufactured in the country at present.

ASSAM COAL

6126. SHRI INDER J. MALHOTRA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Study Group on Assam Coal has conducted its study and submitted a Report;

(b) if so, the main recommendations in regard to the suitability and use of Assam Coal in steel, cement and sugar industries;

(c) the possibilities of extracting sulphur from Assam Coal; and

(d) the possibilities of exporting Assam Coal to Japan?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) Yes, Sir, the Study Group has submitted an Interim Report.

(b) The Report indicates that hard coke satisfying the physical and chemical characteristics of blast furnace coke but with marginally higher sul-

phur content, can be manufactured with the use of 10%—15% Assam coal in the blend. The findings are required to be confirmed by a full scale blast furnace trial and it has been recommended that the trial should be carried out in one of the blast furnaces of the Durgapur Steel Plant. It has been further recommended that the Durgapur Steel Plant should use, at the first instance, 5% Assam Coal in blend and gradually raise the percentage to optimum. Further, the Bokaro Steel Plant should consider the use of 10%—15% Assam Coal in their coking blend.

The result of using Assam Coal in a sugar factory and in the new shaft kiln process for manufacturing cement are to be studied.

(c) and (d). The possibilities have to be further studied.

MINING AND ALLIED MACHINERY CORPORATION

6127. SHRI INDER J. MALHOTRA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the installed capacity of the Mining and Allied Machinery Corporation for the manufacture of mining machinery;

(b) the capacity utilised;

(c) the extent of loss suffered by the Corporation since it was set up; and

(d) when the Corporation hopes to break-even?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The plant has been designed to manufacture, when in full production, 45,000 tonnes of various items, of Coal Mining Machinery and Allied products. This capacity will, however be reached only over a period of years. The capacity during 1968-69 is estimated at 10,000 tonnes.

(b) The total load of work in hand is about 30,864 tonnes, which has to

be executed within 1970-71. The total production capacity for the next three years is about 42,000 tonnes. This leaves a spare available capacity of about 11,136 tonnes, within the next three years, whose approximate value will be Rs. 6.0 crores.

(c) The total loss incurred up to 31-3-1967 was Rs. 714.30 lakhs. During 1967-68 the loss has been provisionally estimated at Rs. 565 lakhs.

(d) On the assumption that the full capacity will be utilised, the plant is likely to break-even by 1973-74.

MOVEMENT OF COAL BY RAIL

6128. SHRI INDER J. MALHOTRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the producers and suppliers of coal are dissatisfied with the working of the procedure adopted for the movement of coal after its decontrol ; and

(b) whether the Railways have analysed their difficulties and grievances and tried to work out more satisfactory programme for the movement of coal in all directions ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No. The procedure was discussed with the coal industry and trade before introduction and is in essence the same as existed prior to decontrol. Criticism is voiced and varying views are expressed in meetings from time to time but this was so also even in meetings prior to decontrol.

(b) Periodical meetings at various levels are held by the Ministry of Railways with the coal industry and trade and State Governments and such suggestions as are feasible and commonly acceptable adopted. No alternative concrete proposal or suggestion has been made by any one in replacement of the existing procedure. Discussions in periodical meetings at different levels help in settling divergent views expressed and finding solution to difficulties arising from time to time.

KALKA MAIL

6129. SHRI S. S. KOTHARI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Kalka Mail going to Howrah is brought to the platform at Delhi Main Station about two hours prior to departure but the compartments are not opened till half an hour prior to such departure time thereby causing harassment to passengers who have to wait on the platform and particularly to coolies who have to wait for this length of time without being able to take up any other job ;

(b) if so, what steps Government propose to take to rectify the situation ; and

(c) whether it is a fact that the delay in opening of the compartments is being deliberately done owing to the coolies having ceased to give illegal gratification to the station staff for opening the compartments early and whether Government would take necessary steps against the officials responsible for this state of affairs ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Delhi-Howrah coaches to be attached to Kalka Mail going to Howrah are brought to Platform at 6 A.M. whereas the departure time of the train is 8 A.M. The coaches are kept locked until these are attached to the train at about 7 A.M. after its arrival from Kalka. No harassment is caused because passengers do not normally come to the station more than one hour before the departure time of the train. Further, compartments are not opened earlier so as to obviate misuse particularly of lavatories by other than *bona fide* passengers and also to avoid theft of carriage fittings.

(b) For reasons explained in (a) above, it is not proposed to change the existing arrangements.

(c) No. This is not correct.