

(b) In addition to the completion of Third Plan through forward electrification works of Allahabad-Kanpur, Igatpuri-Bhusaval and Howrah-Kharagpur sections, electrification of Kanpur-Tundla (Northern) Rourkela-Durg, (S.E.), Virar-Sabarmati (Western) and Madras-Vajayawada (South and South-Central) sections is contemplated during the Fourth Plan period.

(c) The tariff for electric power supply for Kanpur-Tundla is still under negotiation with the U.P. State Electricity Board and it is, therefore, not possible to compare it with the estimated cost of electrical energy for Virar-Sabarmati section.

Licensing of Roller Flour Mills

1900. Shrimati Jyotsna Chanda: Will the Minister of Industry be pleased to refer to the reply given to Unstarred Question No. 806 on the 29th July, 1966 and state:

(a) the names of the Flour Mills in the various States in the country which were set up after the issue of that Ministry's Notification No. S. O. 187-IDRA-29 B-2-64, dated the 13th January, 1964;

(b) the basis on which trial run quota and monthly wheat quota was allotted to these mills during 1965 and 1966;

(c) the names of those mills out of these which have got a capacity of more than 2,000 tons per month and were not registered under the Industries (Development and Regulations) Act, yet they were allotted more than 30 tons per day and the reasons therefor; and

(d) the measures Government propose to take to allot optimum quota to those mills whose capacity is lying vacant and whose cases have been recommended by his Ministry?

The Minister of Industry (Shri D. Sanjivayya): (a) to (d). The information is being collected and will be placed on the Table of the House in due course.

Flour Mills in Haryana

1901. Shrimati Jyotsna Chanda: Will the Minister of Industry be pleased to state:

(a) the names and location of flour mills in Haryana which were licensed by Government and which have a grinding capacity of more than 3,000 tons per month;

(b) whether it is a fact that some of these mills are not getting a quota of more than 30 tons per day, thus rendering their entire capacity idle for more than 3 weeks a month; and

(c) whether Government propose to recommend their case for the allotment of full adequate quota consistent with their grinding capacity to the Ministry of Food & Agriculture?

The Minister of Industry (Shri D. Sanjivayya): (a) Messrs. R. B. L. Banarsi Dass & Co. (P) Ltd., Ambala Cantt.

(b) No, Sir.

(c) Does not arise.

50 Million Credit to Ceylon

1902. Shri D. C. Sharma: Will the Minister of Commerce be pleased to state:

(a) whether Government of Ceylon proposed to import from India 200 bus and truck chassis, a substantial quantity of tyres and powerlooms against Rs. 50-million credit offered by India to that country in 1962 and renewed last year;

(b) whether any agreement has been arrived at in this regard; and

(c) if so, the details thereof?

The Minister of Commerce (Shri Manubhai Shah): (a) No formal proposal has been received from Government of Ceylon for import of bus and truck chassis, tyres and powerlooms against the credit of Rs 50 million offered by Government of India to Ceylon in 1962.

(b) and (c). Do not arise.

Conversion of M.G. Line into B.G.

1903. Shri H. C Linga Reddy: Will the Minister of Railways be pleased to state:

(a) whether the survey regarding (i) conversion of Metre Gauge line from Bangalore City to Guntakal into Broad Gauge and (ii) Narrow Gauge line from Bangalore City to Chickballapur into Broad Gauge has been completed;

(b) if so, the costs thereof; and

(c) when the works would be taken up?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) (i) A Traffic Survey for conversion of the Guntakal-Bangalore MG section to BG sanctioned in June, 1966 is still in progress. (ii) No survey for conversion of the Bangalore-Chickballapur NG section to BG has been ordered.

(b) and (c). For Guntakal-Bangalore Section the cost of conversion to BG can be given only after the survey is completed, and question of taking up the work will naturally depend on the results of the survey.

पूर्वोत्तर रेलवे के कर्मचारी

1904. श्री शिंदरे :

श्री हुकम चन्द कछवाय :

क्या रेलवे मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे (वाराणसी जिला) के कर्मचारियों को गंकर शरण पंचाट के अन्तर्गत उनकी 1 अक्टूबर, 1962 को हुई पदोन्नति के परिणामस्वरूप उनको देय बकाया राशि का अभी तक भुगतान नहीं किया गया है ;

(ख) यदि हां, तो इस के क्या कारण हैं ;

(ग) इस सम्बन्ध में कितने व्यक्तियों को तथा कुल कितनी घन राशि दी जानी है ; और

(घ) बकाया राशि के कब तक दे दिये जाने की संभावना है ?

रेलवे मन्त्रालय में राज्य-मन्त्री (डा० राम सुभग सिंह) : (क) से (घ) सूचना इकट्ठी की जा रही है और यथा-समय सभा-पटल पर रख दी जायगी ?

Heavy Electricals, Bhopal

1905. Shri Indrajit Gupta: Will the Minister of Industry be pleased to state:

(a) whether the management of the Heavy Electricals, Bhopal has paid the minimum statutory Bonus of 4 per cent to its employees;

(b) whether the interim relief recommended by the Engineering Wage Board has been paid;

(c) whether the increase in dearness allowances as sanctioned by the Gajendragadkar Commission has been paid;

(d) whether it is a fact that no statutorily elected Works Committee exists at the plant; and

(e) whether Government have any proposal to redress the employees grievances?

The Minister of Industry (Shri D. Sanjivayya): (a) No, Sir. Heavy Electricals (India) Limited, Bhopal, have not yet commenced making profits. Therefore, the liability to pay bonus, in accordance with Section 16(b) of the Payment of Bonus Act, 1965, would arise only with effect from the sixth accounting year following the accounting year 1961-62 during which the factory sold the product manufactured therein for the first time. The sixth accounting year following the year 1961-62 would be 1967-68 and the liability to pay bonus according to Section 16 of the Pay-