

trying to explore and find out as much of minerals all over the country and also in Maharashtra.

SHRI AMAL DATTA : The methods of geological exploration have changed over the years because of developments in science and technology. I would like to know from the Hon. Minister to what extent we are taking advantage of the latest methods of exploration like remote sensing or echo sensing and things like that; and whether the areas which we have already explored or are going to explore are being explored by using the new methods.

SHRI VASANT SATHE : Yes, Sir. We are using the latest methods, including air, space investigation from satellite, mapping; then seismic and other methods of trying to find out what is contained underground. So, the latest and most scientific methods are being used. Even in areas which were explored by earlier methods, if new methods can give us anything more, we use those new methods also. We leave no stone unturned to see what is hidden underground.

SHRI G.G. SWELL : In a written answer to one of my questions, the other day, the Government confirmed that it has successfully detected poly-metallic modules from the seabed in our exclusive economic zone. I would like to know whether the Minister in his Ministry has done any survey of the amount and the type of poly metallic modules which may be available to us from our exclusive economic zone.

Secondly, I would like to know whether our INSAT-IB has revealed any exciting prospect of mineral deposits in our mountains or in our plains or in our maritime economic zone.

SHRI VASANT SATHE : Sir, about all

the detailed information about this poly-metallic modules in the sea bed and in the air which the Hon. Member has given, I will get the details and pass them on to him.

SHRI G. G. SWELL : I asked about INSAT-IB also.

SHRI VASANT SATHE : From INSAT-IB also whatever is possible to get I will convey it to him.

Export of Locomotives and Coaches

*609. **SHRI AMARSINH RATHAWA :** Will the Minister of COMMERCE be pleased to state :

(a) the number of locomotives and coaches exported during the last three years, year-wise and the foreign exchange earned thereby;

(b) whether there is a decline in the export of locomotives and coaches;

(c) if so, the details thereof and the reasons therefor;

(d) whether Government propose to review their present policy of export of locomotives and coaches;

(e) if so, the details thereof; and

(f) the other measures being taken to increase the export of locomotives and coaches in future ?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND SUPPLY (SHRI P. A. SANGMA) : (a) to (f). A statement is laid on the table of the House.

Statement

(a) and (b). Export of coaches and locomotives in the last three years are given below :

Year	Coaches		Locomotives	
	Number	Value	Number	Value
		(Rs. lakhs)		(Rs. lakhs)
1982-83	—	—	—	—
1983-84	—	—	—	—
1984-85	24	264	15	1380

(c) Does not arise

(d) No, Sir;

(e) Does not arise

(f) Keeping in close touch with the market through various means including visits of PEC managers; dialogue with foreign delegations visiting India; participating in exhibitions and trade fairs; development of new markets; extension of credit facilities wherever feasible etc.

[Translation]

SHRI AMARSINH RATHAWA : Mr. Deputy Speaker, Sir, through you I would like to tell the Hon. Commerce Minister that I had asked for figures for three years but he has provided figures for only one year *i.e.* 1984-85. Why is he not providing figures for the other two years? Why were engines and coaches not exported? What were the shortcomings in them?

[English]

SHRI P. A. SANGMA : Sir, in 1982-83, and 1983-84 for two years, I have not given any figures, because there have been no exports in that period.

[Translation]

SHRI AMARSINH RATHAWA : My second question is whether any policy is being framed to ensure that railway engines and coaches are exported and we sell them in the world market? You have mentioned about providing loans also. In what way are you going to provide more loans and new facilities which will be helpful in increasing the exports?

[English]

SHRI P. A. SANGMA : Sir, as far as the coaches are concerned, we have three factories, the Integral Coach Factory, Madras, the Bharat Earth Movers in Bangalore and Jessops in Calcutta. As far as locomotives are concerned, we have Chittaranjan Locomotives and Diesel Locomotives Works, Varanasi. All these units have been licensed keeping in view the domestic requirement of

the Indian Railways and at that time we were not contemplating exports. That is the reason why our export in these two items is very very negligible, and as far as the locomotives are concerned, it has been just one-time export to Vietnam under the credit system. I agree with the Hon. Member that we should make all efforts to export these locomotives and coaches and railway wagons, and I am given to understand that the administrative Ministry is taking effective steps to upgrade the technology in all these industries so that our goods may be made competitive in the world market.

SHRI CHINTAMANI JENA : May I know from the Hon. Minister which are the countries which have imported our locomotives and coaches and whether any other countries have expressed their desire to import our locomotives and coaches and the reason why any particular country is selected for this purpose and...

MR. DEPUTY SPEAKER : That is enough. You wanted to know the countries. That is all.

SHRI CHINTAMANI JENA : whether these exports were made after meeting the indigenous demand of our country.

SHRI P. A. SANGMA : Sir, as far as the coaches are concerned, we export them to Bangladesh, Philippines, Sri Lanka, Vietnam, Uganda, Nigeria, Mozambique and Tanzania. As far as locomotives are concerned, we have exported them to Vietnam as one time export, as I have mentioned. The other countries where there are potentialities, there are enquiries from those developing countries. But the problem is they themselves have a lot of foreign exchange constraints and they want our wagons coaches, and locomotives to be accommodated on credit system for which we also have certain problems.

[Translation]

DR. CHANDRA SHEKHAR TRIPATHI : Mr. Deputy Speaker, Sir, I would like to ask the Hon. Minister, whether the coaches and locomotives being manufactured here are sufficient to meet our domestic

demands? If not, what is the propriety of exporting them?

[English]

SHRI P.A. SANGMA : I think, I would not be able to answer this question. I think, the administrative Ministry will be able to answer this question.

SHRI K. RAMAMURTHY : Mr. Deputy Speaker, Sir, I would like to mention that in the last Railway Budget discussion also, it was mentioned that the Railways are very badly in need of some wagons. But due to financial stringencies, they could not place orders to our wagon industry as well as coach building industry. I would like to know from the Hon. Minister, what are the steps taken by the Ministry of Commerce to explore the possibilities in other countries where we can export our wagons and coaches and get profit also.

Sometime back, it has been observed in the newspapers that West Bengal is facing a very bad crisis due to non-placement of orders in the wagon building industry. I would like to know from the Hon. Minister what are the steps that he is taking to see that wagons are being exported to other countries and also to see that our industries are not closed in the country.

SHRI P. A. SANGMA : Sir, production is not in my hands. I can export only when there is a surplus after meeting the domestic requirements. As far as the production is concerned, it is not within my jurisdiction. But I am willing to export wagons and coaches to as many countries as possible.

SHRI K. RAMAMURTHY : What about the possibilities to export.

SHRI P. A. SANGMA : Possibilities are there.

[Translation]

SHRI RAM PYARE PANIKA : Mr. Deputy Speaker, Sir, three years back the Government of Burma had invited tenders for the purchase of locomotives. Three

countries, namely, South Korea, Japan and India had presented the tenders. Though Burma is nearer to India, South Korea got the order. What is the reason for the higher cost of the Indian locomotives because of which India could not get the order.

[English]

SHRI P. A. SANGMA : I have no information about this point. I will pass on the information to the Hon. Member.

D.A. To Central Government Employees

*613. SHRI K. MOHANDAS : Will the Minister of FINANCE be pleased to state :

(a) the percentage of increase in the cost of living neutralised by each instalment of dearness allowance paid to the Central Government employees;

(b) the amount required to fully neutralise the increase in the cost of living;

(c) whether Government have thought about any other method of neutralising the increase in the cost of living in place of dearness allowance;

(d) if so, the details thereof; and

(e) if not, whether Government propose to evolve such a method to neutralise increase in the cost of living?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : (a) to (e). A Statement is placed on the Table of the House.

Statement

(a) The Government have adopted, on the recommendations of Third Pay Commission, a scheme of paying Dearness Allowance to neutralise the effect of the rise in prices on the pay of Central Government employees. Under this scheme, there is 100% neutralisation of the rise in average price index in the case of employees drawing pay upto Rs. 400/- and 75% in the case of employees drawing pay more than Rs. 400/- up to Rs. 1000/-. However, the percentage of neutralisation is