

SHRI D. K. BOROOAH : I do not agree with the hon. Member that it is a shady deal. The Japanese platform was ordered and it was to come this month. But since its performance was not good, we said we would not accept it. So, every day the Japanese firm Mitsubishi is to pay us \$5,500 as compensation. Therefore, the compensation we are getting is much higher than the hire charges to the ships.

MR. SPEAKER: I think that should not have been mentioned there.

SHRI D. K. BOROOAH : The problem is that there is delay in getting the platform from Japan. Therefore, we have not been able to utilize them for the purpose for which they have been chartered. But, as I pointed out, although we are paying them substantial rent every day, we are also to get more than that by way of compensation from the Japanese firm.

SHRI INDRAJIT GUPTA : Since it was necessary to go over to a foreign source of hiring these boats, may I know whether global tenders were called for in this respect and the charges quoted by this particular American firm were the lowest or no global tenders were called for ?

SHRI D. K. BOROOAH : I require notice for that.

SHRI INDRAJIT GUPTA : This question surely arises out of the main question. We are spending a big amount as rental for these boats. Surely, he must know whether global tenders were issued or not. What kind of functioning is this ?

SHRI D. K. BOROOAH : Notice is required for the simple reasons the information is not with me.

MR. SPEAKER : He can send it later on.

SHRI PRABODH CHANDRA : The Minister said that the hire charges will be more than the cost price of these two boats.

MR. SPEAKER: That happens sometimes.

SHRI D. K. BOROOAH : What I said was that the hire charges of these boats would be less than the compensation that we would be getting from the Japanese firms. As soon as we get the Japanese platform, we would be able to utilize these boats.

Construction of over-bridge at Miraj, South Central Railway

*400. SHRI ANNASAHEB GOTKHINGDE : Will the Minister of RAILWAYS be pleased to state:

(a) when the work of constructing the Railway over-bridge at Miraj on Miraj-Kolhapur line, South Central Railway is expected to be completed;

(b) whether there is no effective co-ordination between the agencies engaged in carrying out the works on the over-bridge and the approach roads; and

(c) what steps are being taken to ensure that the completion of both the works synchronises with each other ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) The work is likely to be completed by 30-6-74.

(b) and (c). There is effective co-ordination between the Railways and the State Government through periodical co-ordination meetings and review of the progress of the work at site.

SHRI ANNASAHEB GOTKHINGDE : It is stated that the work is likely to be completed by the end of June, 1974. May I know from the hon. Minister which is the date mentioned in the agreement entered into with the contractor by which the construction work of the over-bridge was to be actually completed and whether the contractor has asked for the extension of the stipulated period ?

SHRI L. N. MISHRA: I have no knowledge about the extension of time. But this much I say that the work was sanctioned on the 23rd December and the work

was started on 28th January, that is, within a month. The State Government has also started the work. About 60 per cent of the work is completed. It is expected that it will be completed by June, 1974.

SHRI ANNASAHEB GOTKHIHDE : May I know in what manner the effective coordination is being maintained with the B & C Department of the State Government which is carrying out the work of the approach-road subsequently? Is there any difficulty in starting the approach-road work on the city end of the over-bridge?

SHRI L. N. MISHRA : There is a coordination committee consisting of the representatives of the Maharashtra Government and the Railways. They meet every quarterly and discuss the problems. So far, there has been no difficulty as regards the approach-road work.

MR. SPEAKER : Now, I am going to the second round and calling the absent Members again. I find all these Members are absent. We then take up the Short Notice Question.

SHORT NOTICE QUESTION

Purchase of Mustard Seeds by Vanaspathi Manufacturers of Gujarat to Create Scarcity

S.N.Q. 5. **SHRI B. K. DASCHOWDHURY:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether Vanaspathi manufacturers of Gujarat are purchasing mustard seeds in large quantities from all available markets for manufacture of refined mustard oil and thereby creating scarcity in mustard oil dealing; and

(b) if so, the steps taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) No, Sir.

(b) Does not arise.

SHRI B. K. DASCHOWDHURY
The hon. Minister's reply seems to be more tactical than objective. The vanaspathi manufacturers are using the rapeseed oil, the bigger seed oil, as an ingredient for manufacturing vanaspathi oil. May I know whether it is a fact that, over and above that, on 1st March 1973, the vanaspathi manufacturers of Gujarat had been allowed to use 15 per cent mustard oil for the manufacture of vanaspathi, and if so, what are the reasons for allowing these vanaspathi manufacturers of Gujarat to use both rapeseed oil and also mustard oil or refined mustard oil for the manufacture of vanaspathi completely ignoring the claims of mustard oil mills, groundnut oil mills, the small scale oil mills of West Bengal? The Government of India's decision has thrown 25,000 people out of the job.

PROF. SHER SINGH : The information of the hon. Member that we have allowed 15 per cent use of mustard oil in Gujarat is wrong. From 1st March, we have just permitted the vanaspathi manufacturers to use mustard oil. No percentage has been fixed. They can use it. I can give the figures. After 1st March, when this permission was given, in Gujarat, not even one tonne of mustard oil has been used. We get returns from all vanaspathi factories. The reports received from 48 out of 60 factories in production show that, during the first week of March, only 311 tonnes of mustard oil were purchased by the vanaspathi factories in the north zone, and 97 tonnes in the eastern zone. There were no purchases in any other zone. That means, in western zone, under which Gujarat falls, there has been no purchase of any mustard oil for use in vanaspathi. During the second week of March, purchase of only 223 tonnes by four factories in the northern zone has so far been reported. This is all the mustard oil that has been used.

SHRI B. K. DASCHOWDHURY :
The hon. Minister has not answered my first question. What are the reasons for