

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The target of production of ingot steel in Durgapur Steel Plant for the year 1969-70 was 1.1 million tonnes while the actual production was 818,254 tonnes.

The short-fall in production was largely due to labour trouble arising out of inter-union rivalry and political instability in the area which had affected neighbouring industries also. Recognition of the accredited Union of employees, regular holding of bipartite discussions between the Management and the recognised Union, revision of incentive schemes, setting up of Grievance Committees have, among other measures, have been the steps taken to provide some improvement. From June 1969 upto the present 40 agreements have been signed with the Union and have been honoured by the Management. Another reason has been the backlog in maintenance and shortage of spares. Action has been taken to effect capital repairs, speed up the procurement of spares and refractories, and provide the necessary balancing facilities.

Production in Bokaro Steel Plant

40. **SHRI G. VISWANATHAN :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the time by which the Bokaro Steel Plant is likely to go into production ; and

(b) what will be the total cost and the cost per tonne of steel at the time of production ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) According to the present schedule, the erection of the first blast furnace complex to produce pig iron is to be completed by December, 1971, and the entire first stage to produce 1.7 million ingot tonnes of steel per year by March, 1973. Actual production will start three to six months after the completion of erection.

(b) The revised estimated cost, including off-site facilities, as worked out by Bokaro for the first stage is Rs. 758 crores, an investment of Rs. 4,200 per tonne taking

into account the production of about 900,000 tonnes of extra pig iron. The plant is being expanded to a capacity of four million ingot tonnes of steel per year in continuation of the first stage and the total investment after expansion is estimated to be about Rs. 1,090 crores. Taking into account the production of about 900,000 tonnes extra pig iron, the investment cost will be a little less than Rs. 2,500 per tonne.

Modification in the Old Pattern of Freeships and Scholarships to Scheduled Castes and Scheduled Tribes

41. **SHRI SOMCHAND SOLANKI :** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government have modified the old pattern of freeships and scholarships for scheduled castes and scheduled tribes ; and

(b) if not, the reasons therefor ?

THE MINISTER OF EDUCATION AND SOCIAL WELFARE (SHRI SIDDHARTHA SHANKER RAY) : (a) No, Sir.

(b) The pattern of freeships and scholarships for Scheduled Castes and Scheduled Tribes is working satisfactorily.

Allotment of Waste Land to the Scheduled Castes and Scheduled Tribes

42. **SHRI SOMCHAND SOLANKI :** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether there is any proposal to allot Government waste land available in the villages and cities to the Scheduled Tribes ; if so, the details thereof ;

(b) whether any measures have been proposed to amend the rules of Village Panchayats to enable the allocation of waste land to the Scheduled Castes and Scheduled Tribes ; if so, the details thereof ; and

(c) if not, what is the new method suggested by Government to allot land to Scheduled Castes and Scheduled Tribes ?

THE MINISTER OF EDUCATION AND SOCIAL WELFARE (SHRI SIDDHARTHA SHANKAR RAY) : (a) to (c). 'Land' being State subject under the

Constitution of India, its programme of allotment is administered by the respective State Governments. The rules pertaining to land allotment to Scheduled Castes and Scheduled Tribes are framed by the concerned State Government, keeping in view the problems and priorities prevalent in their States. A summary of Land Allotment Rules of different State Government is given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-52/71].

**Terminal Tax for Pilgrims and Tourists
Visiting Jagdish and Baidyanathdham
(Deoghar) on Eastern Railways**

43. SHRI SHIVA CHANDIKA . Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Jagdish and Baidyanathdham (Deoghar) in District Santhal Parganas, Bihar, are visited by a large number of pilgrims and tourists on all the religious festivals throughout the year ;

(b) whether a proposal for imposition of terminal tax for Jagdish and Baidyanathdham (Deoghar) has been pending with his Ministry since long ; and

(c) if so, whether Government have now agreed to impose terminal tax at Jasidih and Baidyanathdham (Deoghar) to enable the Jasidih NAC, Deoghar Municipality and Lodging House Committee to bring improvement in the sanitary conditions and to provide better amenities to the visiting pilgrims and tourists ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) to (c). The net proceeds of any terminal tax levied under the Terminal Tax on Railway Passengers Act, 1956, on passengers carried by railway from or to places of pilgrims, etc., are credited to the State Government as provided under Article 269(i) of the Constitution. The levy of this tax is therefore considered only if it is sponsored by the concerned State Government. No proposal for the levy of a terminal tax on Railway passengers visiting Jasidih and Baidyanathdham (Deoghar) has been received in the Ministry of Railways from the State Government.

**Express Train between Varanasi and
Baidyanathdham via Gaya**

44. SHRI SHIVA CHANDIKA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large number of pilgrims and tourists who visit Varanasi, Gaya and Baidyanathdham experience great difficulty for want of convenient through trains between these stations and they sometime become victims of undesirable elements at Gaya and Kiul stations at the time of changing the trains ;

(b) whether Government propose to introduce an Express train between Varanasi and Baidyanathdham via Gaya and Kiul for the convenience of the travelling public ; and

(c) whether Government propose to divert the present Lucknow-Howrah Express train via Gaya and Kiul immediately instead of Patna and Kiul ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No.

(b) No.

(c) No.

Manufacture of Tractors by HMT

46. SHRI R. R. SINGH DEO : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the Hindustan Machine Tools Ltd has submitted a proposal to set up a factory for manufacturing tractors ;

(b) if so, the details of the proposal ;

(c) the reaction of Government in this regard ; and

(d) to what extent it is likely to ease the supply position of tractors in the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) to (c). Hindustan Machine Tools Ltd., have been granted a letter of intent on 25th July, 1970 for undertaking the manufacture of Zetor-2011/2511 (20-HP) tractors for a capacity of 12,000 Nos. per annum in their existing unit at Pinjore (Haryana) in collaboration with M/s. Motokov of Czechoslovakia.