

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) CCI&E has indicated that the Drug industry was being treated as a priority industry for the purpose of allocation of imported raw materials. It was, therefore, not necessary for them to export any portion of their production in order to acquire priority status, whereas non-priority industries were required to do so.

However, under paragraph 64 of Import Trade Policy 1976-77, drug units engaged in the manufacture of drugs and pharmaceuticals specified in part B of Appendix 10 of the Policy were liable for a cut of 10 per cent in their allocation of raw materials during 1976-77 if their export performance was below 5 per cent of their production during 1975-76 or calendar year 1975. Even this stipulation was dispensed with in 1977-78 Policy.

(b) In accordance with a clarification provided by the Commerce Ministry as general policy, the export obligation imposed by licensing forums should not be over and above a compulsory industry-wise export obligation stipulated in the Red Book. On the same analogy, Commerce Ministry has clarified that Red Book export obligation should not be treated in addition to export obligations imposed by different licensing forums.

(c) The above general policy, as clarified by the Commerce Ministry, was applicable to all drugs units coming within the purview of Import Policy including Pfizer and Sandoz.

(d) Does not arise.

#### **Committee to study Problems of Metre Gauge Operations**

\*138. SHRI C. K. JAFFER SHARIEF: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have set up a Committee to carry out a comprehensive study of the problems faced by the Railways in the existing metre-gauge operations; and

(b) if so, the details regarding its composition and functions and the number of projects which are under construction at present?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). A Committee has been recently set up by the Ministry of Railways in order to study the problems of Metre Gauge operations. The Committee will make a comprehensive study of the problems and make suitable recommendations on measures to be adopted for improving equipment and operations on Metre Gauge.

This Committee comprises:—

#### *Railway Board.*

1. Director, Railway Planning. Convenor.
2. Director, Efficiency Bureau. Member
3. Director, Traffic (Transportation). „
4. Director, Safety & Coaching. „
- Research, Design & Standards Orgn.*
5. Director, Standards (Civil). „
6. Director, Standards (Motive Power) „
7. Director, Standards (Wagon) „
8. Director, Traffic (Research). „

The following projects of conversion from Metre Gauge to Broad Gauge are in various stages of construction at present:—

<i>Section</i>	<i>Railway</i>
1. Barabanki—Samasti Pur.	North Eastern.
2. Moradabad—Ramnagar.	„
3. Barauni—Katihar.	„
4. New Bongaigaon—Gauhati.	Northeast Frontier.
5. Dharmavaram—Bangalore.	South Central.
6. Manmad—Aurangabad—Parbhani	„
Purli Vajjnath.	
7. Viramgam—Okha—Porbandar.	Western.

The following schemes have also been approved and included in the Budget but construction work on them has not been taken up due to shortage of funds:—

<i>Section</i>	<i>Railway</i>
1. Kashipur—Lalkua.	North Eastern.
2. Varanasi—Bhatni.	North Eastern.
3. Guntur—Macherla.	South Central.

4. Samastipur—Darbhanga. North Eastern
5. Delhi—Ahmedabad. Western.
6. Nadiad—Kapatdvanj. Western.

Broad Gauge line from Ernakulam to Trivandrum and Suratgarh to Bhatinda has been commissioned for traffic after gauge conversion of the Metre Gauge line and only residual works are in progress.

**Investigations into Birla Group of Industries under the Companies Act**

\*139. SHRI L. L. KAPOOR:  
SHRIMATI MRINAL GORE:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to lay statement showing:

(a) the number of inquiries pending investigation of complaints under various sections of the Companies Act against firms belonging to M/s. Birla Group of industries;

(b) since when these investigations are in progress;

(c) whether any action has been taken during January, 1978 to March, 1978; and

(d) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (d). The Department of Company Affairs is not conducting any specific enquiry for examining the violation of the provisions of the Companies Act, 1956, against Birla group of companies as such. However, orders of inspection under section 209(4)/209A of the Act have been issued under the Companies Act in respect of companies belonging to twenty Large Industrial Houses including several Companies of Birla Group. Further investigations were ordered under section 235/237 of the Act into the affairs of 4 Companies belonging to Birla Group. The Investigations were ordered in 3 cases

in December 1967 and in one case in February 1978.

**Conversion of Gandhidham-Bhuj M.G. Line**

\*140. SHRI ANANT DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the people of Kutch region of Gujarat State have been representing to the Railway authorities for the conversion of Gandhidham-Bhuj M.G. railway line into B.G. line for a long time;

(b) what steps railway authorities have taken so far; and

(c) if not, what are the reasons and the Government policy?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Several representations have been received for conversion of Gandhidham-Bhuj M. G. railway line into B. G. A survey was carried out in 1971-72 for conversion of this metre gauge line into broad gauge. The project was not found to be viable on account of very limited prospects of traffic and was not, therefore, taken up.

मथुरा और वृन्दावन के बीच चलने वाली शटल गाड़ी से घाम

\*141. श्री दयाराम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे की मीटर गेज लाइन पर मथुरा जंक्शन से वृन्दावन तक चलने वाली शटल गाड़ी से गत तीन वर्षों में (वर्षवार) सरकार को कितनी घायल हुई है; और

(ख) क्या सरकार का विचार इस शटल गाड़ी को हायरस जंक्शन तक बढ़ाने के प्रश्न पर विचार करने का है ताकि इन दोनों जंक्शनों के बीच पड़ने वाले छोटे स्टेशनों से लम्बी यात्रा करने वाले यात्रियों को पूरा दिना प्रतीक्षा न करनी पड़े क्योंकि यात्री गाड़ियां यह