

**Master Plan.** A ceiling of Rs. 50,000/- per unit is fixed for the purpose. The loans are recoverable in full along with interest in ten annual instalments. Interest @ 6 per cent per annum is charged.

While loans for purchase of plots are advanced in lump sum, loans for construction of factory buildings are advanced in three instalments, which are linked with the progress of construction.

Funds for this purpose are provided to the Delhi Administration by way of loans from the Central Government

#### Coal Stocks at Pit-heads

1311. **Shri Inder J. Malhotra:**  
**Shri S. K. Tapuriah:**

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that stocks of coal are mounting up at pit-heads in the coal-fields;

(b) whether it is due to the short supply of wagons on the Eastern and South-Eastern Railways;

(c) how long this shortage is going to continue; and

(d) the steps being taken by the Coal Controller to ensure necessary transport capacity to relieve accumulation of stocks at pit-heads and to meet the demand at the consuming centres?

**The Minister of Steel, Mines and Metals:** (Dr. Chenna Reddy): (a) Yes, Sir There has been some increase in stocks of coal at pit-heads in the coal-fields during the recent months.

(b) No Sir. The increase in stock has been due to other factors like increase in raising of coal, seasonal fluctuations of demand, detention of wagons and less loading to steel plants and washeries for lack of demand.

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

#### Lease of Mines in Orissa To M/s. Serajuddin & Company

\*1312. **Shri Baburao Patel:** Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government of Orissa have recommended M/s. Serajuddin & Co. for the lease of mines in Orissa;

(b) whether Government are aware that Sarvashri Mohamed Serajuddin and N. K. Rehman, two partners of Serajuddin & Co. were convicted for bribery and corruption and sentenced to one year's rigorous imprisonment and a fine of Rs. 1500/- each;

(c) whether Government consider it proper to encourage such a firm; and

(d) if not, whether Government have advised the Government of Orissa accordingly?

**The Minister of State in the Ministry of Steel, Mines and Metals** (Shri F. C. Sethi): (a) During the last about 6 years, no proposal has been received from the Government of Orissa for grant or renewal of mining lease in favour of M/s. Serajuddin & Co.

(b) Government are aware that Md. Serajuddin and Shri M. K. Rehman were both found guilty on three counts of charges under Section 185-A I.P.C. and also under Section 109 I.P.C. read with Section 5 (1) (a) and Section 5 (1) (b) of the Prevention of Corruption Act (Act 2 of 1947) Each of them was sentenced to rigorous imprisonment for one year and a fine of Rs. 500/-, in default, to rigorous imprisonment for six months more on each count of the charges under Section 185A of I.P.C. Each of them was also sentenced to rigorous imprisonment for one year and a fine of Rs. 500/-, in default, to rigorous imprisonment for six months more under Section 109 I.P.C. read with Section 5 (2) and 5(1) (b) of the Prevention of Corruption Act. The substantive im-

priations were to run concurrently. It is understood that the appeals filed against the conviction are pending.

(c) and (d). The question of taking appropriate action against the firm is under consideration and the Government of Orissa will be advised about it.

#### Dieselisation Programme

\*1312. Shri S. K. Tapuriah: Will the Minister of Railways be pleased to state:

(a) whether the implications of the programme of dieselisation adopted by the Railways with special reference to resources of foreign exchange and availability of indigenous fuels have been examined;

(b) the comparative costs of steam, electric and diesel traction; and

(c) the advantages of diesel traction over electric traction, if any?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes, Sir.

(b) The cost of operation under different modes of traction, viz., Steam, Diesel and Electric, depends on a number of factors. These include the investments required, cost and availability of the respective fuels, conditions and characteristics of each section, especially gradient, the density of traffic, train loads etc. Comparative costs would thus vary depending upon such factors applicable to particular sections. But generally speaking, on sections with high densities of traffic, Diesel/Electric traction, besides having operational advantages, is more economical than steam traction.

As a broad example, the comparative estimated working expense, for hauling 1000 trailing tonne kilometres of

traffic on Kanpur-Tundla section of the Northern Railway works out to Rs. 2.25 for electric, Rs. 3.76 for Diesel and Rs. 4.76 for steam traction.

(c) The advantages of Diesel traction over Electric traction are:

(i) Its transferability—it can be switched over from one section to another according to the requirement of traffic whereas electric traction can only be used on electrified sections; and

(ii) it is less capital consuming as compared to Electric traction at the initial stages.

#### Coir Board

\*1314. Shrimati Suseela Gopalan:  
Shri C. K. Chakrapani:  
Shri P. Gopalan:

Will the Minister of Commerce be pleased to state:

(a) whether Government have received any representation from the Government of Kerala that Coir Board should be placed under the control of the Kerala Government which is producing 95 per cent of the Coir goods; and

(b) if so, the reaction of Government thereto?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) Does not arise.

#### Price of Commercial Vehicles

\*1315. Shri Badabrats Barua: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether Government are considering the question of removal of control over the price and distribution of commercial vehicles;

(b) if so, when the control is to be lifted; and

(c) the benefits expected from the measure?