

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?

The Minister of Industrial Development and Company Affairs (Shri E. A. Ahmed): (a) and (b). The informal price control on light commercial vehicles (below 3 tonne capacity) has been lifted with effect from the 22nd May, 1967. The question of lifting control over the prices of other types of commercial vehicles as also distribution control on all types of commercial vehicles is still under consideration. A final decision in the matter is expected to be taken shortly.

(c) There has been a slackness in the demand for light commercial vehicles resulting in some cut backs in production by the manufacturers. It is hoped that the withdrawal of the informal price control on this category of vehicles may help in promoting their sales and in the revival of their demand.

Railway Facilities in Madhya Pradesh

*1314. Shri G. S. Mishra: Will the Minister of Railways be pleased to state:

(a) whether the Government of Madhya Pradesh have requested the Central Government to increase the Railway facilities and conversion of narrow gauge Railway line into broad-gauge in Madhya Pradesh,

(b) whether the State Government have also approached the Central Government to extend the Railway facilities in Vindhya Madhya Bharat and Chattisgarh regions of the State; and

(c) if so, the action taken thereon?

The Minister of Railways (Shri C. M. Fozdar): (a) and (b). The Madhya Pradesh Government have been making certain recommendations for new lines/conversions from time to time.

(c) These recommendations have always been given careful consideration and implemented whenever found

feasible and financially justified, subject to the availability of funds and resources.

Stocks of Soya Bean Oil with S.T.C.

*1317. Shri Virendrakumar Shah: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the State Trading Corporation is holding stocks of about 20,000 tonnes of soya bean oil at Bombay, Calcutta and Kandla;

(b) the reasons for the delay in the supply of soya bean oil to the units in the interior parts of the country, even though allotments have been made as vanaspati units and the imported quantity has already been received by the State Trading Corporation; and

(c) the steps Government propose to take with a view to avoiding such a situation in future?

The Minister of Commerce (Shri Dinesh Singh): (a) to (c). Total stocks on 30th June, 1967 at Bombay, Calcutta, and Kandla amounted to 30,405 tonnes. Some difficulties were experienced by STC in the transportation of the oil from port town to up-country centres recently and steps have been taken to resolve these difficulties.

Birla Concerns

*1318. Shri George Fernandes:
Shri A. Sreedharan:
Shri Madhu Limaye:
Shri Kanwar Lal Gupta:
Shri Ram Gopal Shalwale:
Shri J. H. Patel:
Shri S. M. Banerjee:
Shri Nitiraj Singh
Chaudhary:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is proposed to set up