

AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2848 on the 5th March, 1966 and state:

(a) whether there was shortage of raw materials before various assessments were made of manufacturing capacities of the barrel manufacturers;

(b) the reasons for not accepting the suggestions of the Planning Commission for fuller utilization of the existing installed capacities by allocating raw materials on 2 and/or 3 shifts basis which were reiterated by them at the inter-Ministerial meeting held on the 19th June, 1964;

(c) whether the statement showing capacities and allocations reveal that reassessments and recognition of fresh capacity were at the cost of certain fabricators whose capacity still remain idle; and

(d) the results of the assessment made during 1965 and the reasons for not giving effect to the same?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Yes, Sir. There was some shortage. Steps were however taken to secure larger supply of steel sheets from the Iron and Steel Controller.

(b) and (c). The question of not accepting the suggestions of the Planning Commission did not arise at any stage. At the inter-Ministerial meeting referred to, the need for reassessing the capacities of the units was appreciated with a view to ensuring equitable allocation of raw material. The reassessed capacities of all the units were considered at the meeting and there was no question of recognising capacities of some units at the cost of certain other fabricators whose capacities remained idle.

(d) Following representations from some of the fabricators, another assessment was undertaken during 1965. The installed capacities were observed to be higher on inspection. It was 108(Ai) LSD—3.

considered that these need not be accepted for the present particularly in view of the fact that shortage of steel sheets was a continuing problem.

#### Manufacture of Cars

\*1010. SHRI S. C. SAMANTA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 713 on the 19th March, 1968 and state:

(a) whether the decision of Government that the car manufacturers in India should give a guarantee of one year or 16,000 Kilometre of running without trouble, has been communicated to the manufacturers; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Yes, Sir. Statutory directions to the Car manufacturers under section 16 of the Industries (Development and Regulation) Act, 1951, to implement this decision are also under issue.

(b) There has been no reaction.

#### मध्य और पश्चिम रेलवे में दुर्घटनाएं

\*1011. श्री गं० च० बीकित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जनवरी, 1967 से लेकर 1 जनवरी, 1968 तक की अवधि में मध्य और पश्चिम रेलवे में कितनी कितनी दुर्घटनाएँ हुईं ;

(ख) क्या यह सच है कि बहुत सी दुर्घटनाएँ उचित निरीक्षण न होने के कारण हुई थीं; और

(ग) यदि हां, तो इसके लिए सरकार

ने क्या कार्यवाही की है कि दुर्घटनायें न हों ?

रेलवे मंत्री (श्री शे. सु. पुनाचा) :

(क) 1-1-1967 से 31-12-67 का अवधि में मध्य और पश्चिम रेलों पर टक्कर, टूटी से उतरने, समपार पर गाड़ियों के सड़क यातायात से टकराने और गाड़ियों में भाग लग जाने की कोटि में क्रमशः 106 और 123 गाड़ी दुर्घटनाएं हुईं।

(ख) इनमें से किसी भी मामले में पर्यवेक्षण का न होना दुर्घटना का कारण नहीं ठहराया गया।

(ग) आधुनिक किम्म के सिगनलों आदि का उपयोग करने के अतिरिक्त दुर्घटनाओं को रोकने के लिए निरन्तर प्रयास किये जा रहे हैं।

#### Deficit Suffered by Railways

\*1012. DR. KARNI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways suffered a net deficit of Rs. 27 crores during 1966-67;

(b) whether the capacity for carriage of goods was planned far in excess of the demand; and

(c) how much of this loss is due to the competition from road transport operators and how much is due to the general industrial recession?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The net deficit of the Railways during the year 1966-67 was Rs. 18.27 crores.

(b) The capacity planned was for the estimated requirements of Railway transport in accordance with the economic growth anticipated. Traffic did not, however, materialise to the full extent as anticipated on account

of two successive years of drought and their impact on the country's economy. There was some surplus transport capacity in certain sections, mainly those serving the Iron and Steel and Coal Sectors.

(c) No precise figures are available about the effect on Railway earnings of road competition or the slowing down of the industrial sector.

त्रिपोली मेले में भारत द्वारा भाग लिया जाना

\*1013. श्री झोंकार लाल बेरवा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत ने त्रिपोली मेले में भाग लिया था जो 28 फरवरी, 1968 को प्रारम्भ हुआ था ; और

(ख) यदि हां, तो उसके क्या परिणाम निकले ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री सुहृन्मव शफी कुरैशी) : (क) जी, हां। इस वर्ष 28 फरवरी से 20 मार्च तक हुए सातवें त्रिपोली अन्तर्राष्ट्रीय मेले में भाग लेने का आयोजन तथा समन्वय व्यापारिक मेलों तथा प्रदर्शनियों की भारतीय परिषद्, बम्बई द्वारा किया गया।

(ख) भाग लेने के फलस्वरूप वही पर 10 लाख रुपये के आर्डर बुक किये गये। हमारे निर्यात योग्य उत्पादों के सम्बन्ध में प्रारम्भ की गई पूछताछों पर सम्बन्ध पक्षों द्वारा बातचीत करने तथा और सोदे करने के प्रयत्न जारी हैं। हमारे भाग लेने से जो कुल परिणाम प्राप्त होंगे उनका इतनी जल्दी आकलन नहीं किया जा सकता।

#### Prices of Cloth

\*1014. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that only