

SHRI P. M. SAYEED:  
 SHRI B. K. DASCHAUDHARY:  
 SHRI SURENDRANATH DWIVEDI:  
 SHRI SRADHAKAR SUPAKAR:  
 SHRI DEORAO PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have prepared a Master Plan for converting the metre-gauge tracks into broad-gauge in the next ten years;

(b) if so, the details thereof;

(c) the estimated cost of the Plan;

(d) whether a part of the Plan will be implemented in 1969-70; and

(e) if so, which are the lines to be taken up for conversion into broad-gauge in 1969?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (c). A perspective plan for converting about 3000 kilometres of metre-gauge lines into broad-gauge, at an estimated cost of about Rs. 175 crores, has been prepared.

(d) and (e). Some of these lines have surveyed already. Others are yet to be surveyed. It is only after the surveys are completed and the lines qualify for conversion on the basis of traffic justification and economic viability that actual conversion work can start. The work will also depend on availability of funds.

#### Import of Egyptian Cotton

\*170. SHRI K. P. SINGH DEO: Will the Minister of FOREIGN TRADE AND SUPPLY be pleased to state:

(a) whether Government are aware that since the devaluation of rupee in 1966, the Egyptian Cotton exporters have been inserting a special payment clause in the contract to the effect that reimbursement will be made in the Indian Rupee and in the event of change in the par value of Indian Rupee in terms of gold,

the value of the contract should be adjusted accordingly:

(b) whether Government are also aware that with the insertion of this clause, the Indian importers have been at a great disadvantage;

(c) if so, whether Government propose to take up the matter at Governmental level to save the Indian importers from the hardships caused on this account;

(d) if so, the steps taken in regard thereto; and

(e) if not, the reasons therefor?

THE MINISTER OF FOREIGN TRADE AND SUPPLY (SHRI B. R. BHAGAT): (a) and (b). Yes, Sir.

(c) and (d). The 'special payment clause' has been revised suitably.

(e) Does not arise.

#### Deposits of Iron Ore in Calicut

\*171. SHRI P. VISWAMBHARAN: Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 267 on the 12th November, 1968 and state:

(a) whether the drilling operations of the Geological Survey of India regarding the Iron Ore deposits in the Calicut region have been completed; and

(b) if so, the results of the investigations?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND MINES AND METALS (SHRI JAGANATH RAO): (a) and (b). No, Sir. Exploratory drilling in Cheruppa Hill commenced in March, 1968 and 826 metres in 6 boreholes have been drilled upto the end of December, 1968. The drilling work carried out so far by the Geological Survey of India has indicated the presence of magnetite-bearing iron ore body containing 30-35 percent iron, over a total length of 675 metres with the thickness varying from 25 metres to 70 metres in the Cherruppa

hill. Drilling operations are still continuing.

#### Shortage of Raw Wool

\*172. SHRIMATI ILA PAL CHOU-DHRI: Will the Minister of FOREIGN TRADE AND SUPPLY be pleased to state:

(a) whether the woollen industry is not working to full capacity due to the shortage of raw wool; and

(b) if so, whether this is due to delay in giving licence for import of wool?

THE MINISTER OF FOREIGN TRADE AND SUPPLY (SHRI B. R. BHAGAT): (a) The woollen industry consists of the woollen, worsted and shoddy sectors. The woollen sector utilises indigenous raw wool and there is no shortage of such wool. The worsted and the shoddy sectors are mainly dependent on imported wool. Supply of imported wool to these sectors is below the installed capacity; hence these sectors are not working to full capacity.

(b) Import of wool is canalised through the State Trading Corporation. The inadequacy of the quantum of imports, and not any procedural delay is the main reason for the non-utilisation of capacity to full.

#### दुर्गापुर इस्पात कारखाने में उत्पादन

\*173. श्री प्रकाशबीर शास्त्री : क्या इस्पात, खान तथा धातु मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या दुर्गापुर इस्पात कारखाने में उसकी अधिष्ठापित क्षमता के अनुसार उत्पादन आरम्भ हो गया है ;

(ख) क्या कुछ समय पूर्व तोड़-फोड़ के कारणों तथा उससे इस इस्पात कारखाने को हुई हानि के लिए उत्तरदायी व्यक्तियों के बारे में विस्तृत जानकारी इस बीच एकत्रित कर ली गई है ; और

(ग) यदि हाँ, तो क्या दोषी व्यक्तियों के विरुद्ध कोई कार्यवाही की गई है ?

इस्पात तथा भारी इंजीनियरिंग मन्त्री (श्री बे० मु० पुनाचा) : (क) इस समय दुर्गापुर इस्पात कारखाने का उत्पादन एक मिलियन टन इस्पात पिण्ड प्रति वर्ष के लगभग है ।

(ख) और (ग). जी, हाँ। 3-4 सितम्बर की रात्रि को हुई तोड़-फोड़ की घटना में शामिल कर्मचारियों के विरुद्ध अनुशासनिक कार्यवाही की जा रही है ।

#### Tariff Commission's Recommendations on Prices of Automobiles

\*174. DR. SUSHILA NAYAR: Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Tariff Commission's recommendations on the prices of Automobiles have since been considered by Government; and

(b) if so, the nature of decision taken in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The Report (1968) of the Tariff Commission on Fixation of Fair Selling Prices of Automobiles is still under the consideration of Government.

#### डाक/एक्सप्रेस गाड़ियों का अपने गन्तव्य स्थानों पर विलम्ब से पहुंचना

\*175. श्री यशपाल सिंह :  
श्री स० बं० साबन्त :

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या इस बात के कारणों का पता लगाने के लिये कोई जाँच की गई है कि सवारी, डाक तथा एक्सप्रेस गाड़ियाँ अपने गन्तव्य स्थानों पर निर्धारित समय पर क्यों नहीं पहुँचती हैं जबकि उनके प्रस्थान स्थानों