

families have been settled over there, and they have brought 172 acres of land under cultivation. It works out to $2\frac{1}{2}$ acres per family. I would like to know what is the amount of land granted to each family of ex-servicemen or others who want to go and settle there, and why, considering the whole problem of development of these islands in agriculture and industry, any ancillary or branch of an agro-industrial corporation has not been opened there up to now.

SHRI BHANU PRAKASH SINGH : This question can be referred to the Ministry of Rehabilitation. Regarding the amount of land, the distribution of land is per family. (Interruption)

MR. SPEAKER : Order, order. Next question.

भारतीय रेलों के लिये पुर्जों का आयात

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*485. श्री हुकम चन्द कछवाय :

श्री बंश नारायण सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्तीय वर्ष 1967-68 और 1968-69 में भारतीय रेलों के लिए कितने मूल्य (रुपयों में) पुर्जों का आयात किया गया था ;

(ख) ये पुर्जे किन-किन देशों से आयात किये गये थे ;

(ग) 1969-70 में आयात किये जाने वाले पुर्जों का रुपयों में मूल्य कितना होगा ; और

(घ) भविष्य में आयात को घटाने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON): (a) The value of components imported for Indian Railways from the foreign countries during the years 1967-68 and 1968-69 was Rs. 25.32 crores and Rs. 16.87 crores respectively.

(b) These components were imported from U. S. A., Canada, Federal Republic of Germany, U. K., Japan, France, Switzerland, Hungary, Belgium, Poland etc.

(c) The value of components likely to be imported during 1969-70 is about Rs 25 crores.

(d) Becoming self-sufficient is a continuous process and the drive which was launched some years back to reduce the imported content of the Railway purchases is being vigorously pursued. With a view to achieve better results within the shortest possible period, the purchase procedure has been further streamlined and new incentives have been introduced in appropriate cases to encourage Indian manufacturers to produce within the country the items previously imported. These incentives are guaranteed off-take ; liberalised delivery schedule ; waiving of liquidated damages clause for late deliveries ; grant of price escalation concession on account of Governmental action viz. Customs Duty, Sales Tax and variations in the prices of basic raw material.

श्री हुकमचन्द कछवाय : इस सदन में सन् 1965 में यह कहा गया था कि पांच साल के बाद हमें कोई भी माल बाहर से नहीं मंगाना होगा और हम सब माल यहीं पर तैयार करेंगे। सरकार इस बात को कितना पूरा कर पाई है और इन समय कितने प्रतिशत माल हम विदेशों से मंगाले हैं ?

रेलवे मन्त्रालय में उप-मन्त्री (श्री रोहन लाल चतुर्वेदी) : सेकेण्ड प्लेन 1956-1961 पीरियड : टोटल एक्स्पेन्डिचर 1044 करोड़ रु० का था जिस में फारेन एक्स्पेन्ज 319 करोड़ रु० का था और परसेंटेज था 30.6, 1961-1966 की प्लैन में टोटल एक्स्पेन्डिचर 1686 करोड़ का था, फारेन एक्स्पेन्ज था 240 करोड़, 14.2 प्रतिशत। ऐनुअल प्लैन्म 1966-1969 टोटल एक्स्पेन्डिचर 794 करोड़ का था और फारेन एक्स्पेन्ज 107 करोड़ का था, प्रतिशत 13.5 था। फोर्थ प्लैन 1969-74 में टोटल एक्स्पेन्डिचर 1525 करोड़ रु० का होगा जिसमें से फारेन एक्स्पेन्ज 180 करोड़ का रहेगा जिसका प्रतिशत है 11.8। माननीय सदस्य को यह बतलाना भी जरूरी होगा कि

हालांकि 6 जून, 1968 को डिबैलूएशन हुआ फिर भी हम लोगों की फारेन एक्स्चेन्ज की मांग गिरती ही जा रही है।

श्री हुकमचन्द कछवाय : मैंने मीठा सवाल किया था कि इस समय जो हमारी आवश्यकता है उसका कितने प्रतिशत माल हम बाहर से मंगते हैं। उसके बारे में मन्त्री महोदय ने कोई जवाब नहीं दिया। मैं जानना चाहता हूँ कि क्या मन्त्री महोदय कोई ऐसी घोषणा करेंगे कि इतने वर्षों के बाद हम किसी भी देश से किसी प्रकार का मान रेलवे के लिए नहीं मंगाएंगे और सब माल हम अपने देश में ही तैयार करेंगे ?

मेरा दूसरा निवेदन यह है कि जो रेलवे मन्त्री जवाब दे रहे हैं वह वास्तव में कानून मन्त्री हैं। रेलवे के बारे में उनको कितना ज्ञान है यह तो भगवान ही जाने। जो कुछ रेलवे के बड़े-बड़े अफसर लिख देते हैं वही यहाँ आकर वह पढ़ देते हैं। इस विषय में उनको भी तो कुछ देखल रचना चाहिए।

SHRI GOVINDA MENON : It has been just read out that the percentage of imports in the fourth plan period is 11.8. About the question whether imports can be totally eliminated, the answer is, it may be difficult because there are certain raw materials which are not available in India like special steel, electrolytic copper, tin, lead, etc. and these have to be imported. Even in the most advanced countries, raw materials to a limited extent would often have to be imported.

SHRI G. VISWANATHAN : The Minister said in 1969-70 we are going to import about Rs. 25 crores worth of components. When we are short of foreign exchange, I want to know what will be our position at the end of the fourth plan, whether we would be able to manufacture all the components or we would still be importing them ?

SHRI GOVINDA MENON : In this particular year, we have to import slightly more than what we would otherwise do, on

account of shortfall in production in Durgapur of axles and wheels, electric traction equipment in Bhopal and steel sheets in steel plants. The matter has been taken up with the concerned ministries, but the position unfortunately has not improved much. Now it is Rs. 25 crores. We will continuously make an attempt to reduce it. That is all I can say.

SHRI N. K. SOMANI : One thing stands out that the Government of India and the Railway Board are not serious in the matter of obtaining all the components as far as this country's resources are concerned. We just heard that 11 per cent of our total requirements of components would still be imported, which is a very serious thing, in spite of the fact that huge capacities exist at the Heavy Engineering complex at Ranchi and other places. We would like to have an assurance from the government that they would only import alloys that are needed, those which go into these components and will not import the entire fabricated material from abroad.

SHRI GOVINDA MENON : We import only such items as are absolutely necessary and are not available in the country.

SHRI INDRAJIT GUPTA : I would like to know from the hon. Minister how much of this expenditure is being incurred for the purchase from abroad of automatic equipments like computer machines and Plassermatic machines for automatic track maintenance which will only result in the displacement and unemployment of several thousands of railway employees. How much of this money is being used for that ?

SHRI GOVINDA MENON : I would require notice for this question.

SHRI INDRAJIT GUPTA : Sir, what is wrong with my question ?

MR. SPEAKER : The Minister says that he wants notice.

SHRI NAMBIAR : In view of the fact that a large sum of money is being spent in foreign exchange for import of railway materials may I know whether government have succeeded in arranging the export of wagons and carriages which will at least be equal to the amount of import ?

SHRI GOVINDA MENON : We are exporting wagons.

Pay Scales of Chief Booking Clerk and Chief Reservation at Bombay Central and Ahmedabad Stations

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*486. **SHRI ONKAR LAL BERWA :**
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) the duties and responsibilities of the Chief Booking Clerk and the Chief Reservation Inspector working at the Bombay Central and Ahmedabad Stations of the Western Railway ;

(b) the total cash handled by the Chief Booking Clerks of Bombay Central and Ahmedabad Stations daily ;

(c) the average valuation of Ticket stock in custody of the employees referred to in part (b) above at present ;

(d) the pay scales of the staff referred to in part (a) above ; and

(e) the reasons for differences, if any, in the pay scales ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : (a) A statement is laid on the Table of the Sabha. [*Placed in Library. See No. LT-23/12/69.*]

(b) and (c). Information is being collected and will be laid on the Table of the Sabha.

(d) The pay scales are as under :

	Rs.
Chief Booking Clerks	250-380
Chief Reservation Inspectors	370-475

(e) These are two different categories of staff, performing different duties.

WRITTEN ANSWERS TO QUESTIONS

Paper Pulp Factory in Kerala

*487. **SHRI MANGALATHUMA DAM :**
SHRI N. SREEKANTAN NAIR :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS be pleased to state :

(a) the additional paper pulp required for the development of the Paper industry in the Fourth Plan ;

(b) whether the Kerala Government have asked for some additional help to start a paper pulp factory in Kerala ; and

(c) whether there is going to be any delay in taking a decision in the matter and, if so, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) : It is estimated that additional pulp to the extent of 2,90,000 tonnes per annum will be required in order to meet the domestic demand as well as export target of 60,000 tonnes per annum in the Fourth Plan.

(b) No, Sir.

(c) Does not arise.

Lokanathan Committee Report on Small Scale Industries

*488. **SHRIMATI ILA PALCHOU-DHURI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Committee, headed by Dr. P. S. Lokanathan, which was appointed in the wake of a resolution adopted by the Small Scale Industries Board at its Ernakulam meeting last year, has submitted its report to Government ;

(b) if so, its main recommendations and Government's reaction thereto ; and

(c) whether a copy of the report will be placed on the Table of the House ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). A Committee headed by Dr. P. S. Lokanathan was appointed in June, 1969 for preparing guidelines on the proper implementation of the Industrial Policy Resolution in so far as it relates to the Small Scale Sector. The Committee has since submitted its report which is to be considered by the Small Scale Industries Board at its next meeting.