

and indicate Government's reactions thereon, before Government have examined the Report in its entirety and taken decisions on all the recommendations of the Committee.

AVAILABILITY OF RE-ROLLABLE BILLETS TO THE BILLET RE-ROLLERS

*1418. SHRI DEORAO PATIL: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the actual quantity of re-rollable billets made available to the billet re-rollers during 1968-69 and 1969-70;

(b) the quantity expected to be released during the year 1970-71;

(c) whether it is a fact that Government contemplate revising their re-rollable billets distribution policy instead of adjusting the allocation pro-rata to the quantity expected to be made available during the current years; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) The information is being collected and will be laid on the Table of the House.

(b) It is expected that in 1970-71, about 618,000 tonnes would be supplied to registered billet re-rollers, but this figure may go up if production of billets improves.

(c) and (d). It has been the regular practice to review billet allocation policies from time to time, and to make changes after taking into account all relevant factors which influence billet allocations. A review on this basis has just been completed and a revised policy communicated to the Joint Plant Committee for implementation.

बीना-कटनी संवहन (मध्य रेलवे) पर दोहरी रेलवे लाइन का निर्माण

*1419. श्री राम सिंह अयरवाल: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बीना-कटनी संवहन लाइन को दोहरा करने का कार्य शीघ्रता से नहीं हो रहा है;

(ख) उक्त कार्य कब तक पूरा हो जाने की आशा है; और

(ग) क्या उक्त कार्य पूरा हो जाने पर सरकार का विचार पैसंजर, एक्सप्रेस और डाक गाड़ियों को बम्बई, कलकत्ता, जबलपुर, तथा दिल्ली के लिए उक्त संवहन से चलाने का है ?

रेलवे मंत्री (श्री नन्दा): (क) और (ख). 263.35 किलोमीटर लम्बे बीना-कटनी खंड के 132.87 किलोमीटर में आंशिक रूप से दोहरी लाइन बिछाने का कार्यक्रम 1963-64 में बनाया गया था। इस भाग में दोहरी लाइन बिछाने का काम पूरा हो चुका है और इसे यातायात के लिए खोल दिया गया है। बाकी इकहरी लाइन वाले भाग में दोहरी लाइन बिछाने के सवाल पर तभी विचार किया जा सकता है जब यातायात की दृष्टि से और वित्तीय आधार पर ऐसा करने का औचित्य हो।

(ग) जी नहीं।

KAPADIA FAMILY'S CONTROL OVER STANDARD DRUM AND BARREL MANUFACTURING COMPANY, BOMBAY

*1421. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Kapadia family (i.e., family of Maganlal Chhaganlal) controls the 'Standard Drum and Barrel Manufacturing Company, Bombay';

(b) whether it is a fact that a few years ago, this company was given a steel quota of 25,000 tonnes and if so, the details of the deal;

(c) the Government quota price and open market price of steel sheets, year-wise, during the last three years; and