

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

(d) how the company, referred to above, could secure the Government steel quota of 25,000 tonnes?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) Yes, Sir.

(b) and (c). A statement is placed on the Table of the House.

Statement

The quota allotted to the company for barrels and small drums during the last five years was as follows:

Year	Quantity allotted (Tonnes)
1964-65	5365.32
1965-66	4184
1966-67	7898
1967-68	10453
1968-69	4430

The Government quota price of various categories of steel sheets (tested) was as follows during the last three years:

1967	Rs. 1000—Rs. 1565
1968	Rs. 1003—Rs. 1568
(upto 31-7-68)	
1968	Rs. 1074—Rs. 1804
(from 1-8-68 to 31-12-68)	
1969	Rs. 1177—Rs. 1866

The open market price of various categories of steel sheets was as follows during the last three years :

(Price per tonne)

Year	(Price per tonne)	
	Madras	Bombay
	Rs.	Rs.
1967	960—2500	950—2700
1968	990—3110	1020—3000
1969	1300—3120	1350—3200
1970	2200—3150	2500—3000
(upto 31st March, 1970)		
	Calcutta	Delhi
1967	860—3000	1000—2850
1968	1040—2700	900—3000
1969	1400—3500	1200—3100
1970	2450—3000	2600—3150
(upto 31st March, 1970)		

(d) Does not arise.

COST OF PRODUCTION OF STEEL AT BOKARO STEEL PLANT

*1424. SHRI HIMATSINGKA: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the cost of production per tonne of the steel to be produce at the Bokaro Steel Plant will be much higher (at around Rs. 2,800 per tonne) than that of comparable types of steel produced at other public and private sectors plants;

(b) the comparative prices per tonne of steel at each plant in the public and private sector *vis-a-vis* the likely cost of production per tonne at the Bokaro Steel Plant;

(c) how far it is attributable to the very high rate of consultancy service charged by the Russians; and

(d) the names of the firms which offered consultancy services and their comparative charges?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT):

(a) The figure of Rs. 2800 per tonne mentioned in the question refers, obviously, to the cost of investment at the Bokaro Steel Plant. After making an allowance for the production of nearly 900,000 tonnes of pig iron for sale, the investment on the Bokaro Steel Plant at the 4 million tonnes stage has been estimated at a little less than Rs. 2500 per ingot tonne of steel. The comparable figures for the other steel plants as on 31-3-70 are as follows :—

	(Per ingot tonne)
	Rs.
Bhilai	1447
Durgapur	1726
Rourkela	2268
TISCO	1275
IISCO	1156

(b) The information is being collected and will be laid on the Table of the House.

(c) The consultancy fees are only a relatively minor item of the capital cost of the Project and have only a marginal effect on the cost of production.