

कहा जा सकता है कि जब तक आवेदनों पर निर्णय नहीं ले लिया जाता तब तक सामान्य रूप से उन्हें जनता को नहीं बताया जाता।

#### Scarcity of Cement and Increase in Prices

\*315. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state the reasons for the short supply of cement in the country and for the latest upward revision in its prices ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : There were some shortages in the supply of cement in some parts of the country during the period April-September, 1970 mainly for reasons of Wagon difficulties, labour troubles and mechanical break downs. The actual demand also has gone up by more than 10% due to spurt in construction activities. The F.O.R. destination price was increased to the minimum extent possible as it become unavoidable in order to meet the increase in freight expenditure.

#### Power Shortfall due to Non-Delivery of Goods by Heavy Electricals (India) and Bharat Heavy Electricals

\*316. SHRI VIRENDRAKUMAR SHAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the two public sector power equipment manufacturers, viz., Heavy Electricals (India) Ltd. and Bharat Heavy Electricals Ltd., have been unable to adhere to their promised delivery schedule ;

(b) whether the above is likely to lead to a major shortfall in the Fourth Plan programmes of power generation ; and

(c) if so, the obstacles which come in the way in adhering to the schedule of delivery and the steps proposed to remove them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a)

to (c). The Heavy Electricals (India) Ltd. Bhopal and the Bharat Heavy Electricals Limited, New Delhi are producing variety of sophisticated electrical equipment. The delivery of a few items to the State Electricity Boards has been delayed. It may be appreciated that the heavy electrical equipment plants are engaged in manufacturing highly sophisticated equipment for the first time in India. The absorption of technology is necessarily slow in the case of such plants. Besides this, they have had difficulties in receiving indigenous as well as imported raw materials and components in time. In certain cases, delay is also attributable to the ordering authorities not having finalised technical specifications or completed their civil construction works. The Government has, however, been regularly reviewing the delivery position of these equipments at inter-ministerial meetings and taking steps to ensure that no shortfall in the power generation targets of the Fourth Five Year Plan arise as a result of the delay, if any, in the delivery of equipment by the two Public Sector plants.

#### Decontrol of Cement

\*317. SHRI YAMUNA PRASAD MANDAL : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have since considered the question of decontrol of cement ;

(b) if not, the reasons thereof ; and

(c) the time by which a decision to decontrol cement will be taken ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (c). The whole question is still under consideration. Government is carefully watching the supply and demand position and it is expected that a decision will be taken in the matter soon.

#### Broad Gauge Line from Gandhidham to Bhuj

\*318. SHRI T. M. SHETH : Will the Minister of RAILWAYS be pleased to state :

(a) whether a deputation from Bhuj

waited on him on the 4th October, 1970 for the extension of the broad gauge Railway line from Gandhidham to Bhuj; and

(b) if so, the decision taken by Government of the request on the deputationists ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) Yes, Sir. The meeting; however took place on the 5th October, 1970.

(b) It was decided at the meeting to carry out surveys for Gandhidham-Lakhpat line along the alternative route also *via* Bhuj and Mandvi (involving surveys for the conversion of Gandhidham-Bhuj section to Broad Gauge) besides the alignment *via* Mundra Mandvi and Koteswar which is being surveyed.

#### Speeding up of Rajdhani Express

\*319. **SHRI S. C. SAMANTA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Research, Designs and Standards Organisation has suggested further speeding up of the Rajdhani Express on certain sections of the Delhi Howrah track and also haulage electric engines ; and

(b) when the Rajdhani Express will be made a tri-weekly service ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) No ; Sir. For the haulage by electric locomotives, investigations have been undertaken by the Research Designs and Standards Organisation and the results are yet to be evaluated.

(b) Not in immediate future.

समस्तीपुर से रक्सौल तक दरभंगा और मुजफ्फरपुर होकर भी पूर्वोत्तर रेलवे ब्राड गेज लाइनों के लिए सर्वेक्षण

\*320. श्री क० मि० मधुकर :  
श्री विभूति मिश्र :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे पर दरभंगा होकर समस्तीपुर से रक्सौल तक

और मुजफ्फरपुर होकर समस्तीपुर से रक्सौल तक ब्राड गेज लाइनों के निर्माण के लिए आवश्यक सर्वेक्षण कार्य पूरा होने वाला है और मुजफ्फरपुर से होकर जाने वाली रेलवे लाइन का निर्माण का संचर्च वाला होने के बावजूद भी कतिपय कारणों से दरभंगा से होकर जाने वाली रेलवे लाइन का निर्माण किये जाने का विचार है ;

(ख) यदि हां, तो इन दोनों लाइनों की सर्वेक्षण रिपोर्टों का व्यौरा क्या है ;

(ग) क्या रेलवे की आर्थिक स्थिति को ध्यान में रखते हुए सरकार का विचार उस रेलवे लाइन का निर्माण पहले करने का है, जिसका निर्माण पर कम व्यय होता हो ;

(घ) यदि हां, तो मुजफ्फरपुर होकर समस्तीपुर से रक्सौल तक ब्राड गेज रेलवे लाइन का निर्माण कब तक हो जाने की सम्भावना है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) से (ङ). समस्तीपुर-रक्सौल मीटर लाइन को बड़ी लाइन में बदलने से सम्बन्धित सर्वेक्षण रिपोर्टों को अभी अन्तिम रूप दिया जा रहा है और पूर्वोत्तर रेलवे से ये रिपोर्ट अभी रेलवे बोर्ड को प्राप्त नहीं हुई हैं। दोनों वैकल्पिक मार्गों के सापेक्ष गुण दोषों पर विचार करने के बाद और सभी सम्बन्धित पहलुओं को ध्यान में रखते हुए ही इस सम्बन्ध में अन्तिम रूप से फैसला किया जायेगा कि बड़ी लाइन के लिए कौन सा मार्ग अपनाया जाय। इस खण्ड में लाइन का अमान परिवर्तन भी वास्तव में इस बात पर निर्भर करता है कि चालू सर्वेक्षण के क्या परिणाम निकलते हैं, इसी तरह के अन्य प्रस्तावों की तुलना में इस काम को क्या अग्रता मिलती है और कितना धन उपलब्ध होता है।