

SHRI MOINUL HAQUE CHOUHDURY : It is true these companies are producing more than their installed capacity which is calculated on two shifts basis. But these companies were in existence before the Industries (Development and Regulation) Act came into existence. We have already instructed the DGTD to ask them to explain why they increased their production.

SHRI K. GOPAL : The hon. Minister has stated that letters of intent have been given to some companies. I also understand that some State Governments have also been given letters of intent. In view of the fact that we are committed to curbing monopolies, will Government see to it that foreign companies do not enter into collaboration with any of the parties who have been given letters of intent ?

SHRI MOINUL HAQUE CHOUHDURY : It is our intention to break monopoly. That is why we have given letters of intent to so many concerns including some of the industrial development corporations owned by Governments. I would agree that we should not allow foreign collaboration.

SHRI JAGANATH RAO : While it is the policy of Government, as stated by the Minister, not to take over these foreign-controlled cigarette units, as a matter of fact these companies are repatriating large sums of profits. Will Government have a second look into the collaboration agreements and see that the rate of profits that could be repatriated is reduced ?

SHRI MOINUL HAQUE CHOUHDURY : It is a very welcome suggestion. I will certainly look into it and have it examined from the legal aspect.

Scarcity of Cement in Delhi

*1533. **SHRI M. KATHAMUTHU :** Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether there is a serious scarcity of cement in Delhi ; and

(b) if so, the reasons therefor and the steps taken to meet it ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) and (b) A statement is laid on the table of the House.

Statement

Seasonal shortages, particularly during the months of May and June have been an annual feature in Delhi due to heavy grain movements when adequate covered wagons do not become available for the movement of cement. These shortages became a little more pronounced this year due to an unusually large hold up of wagons in the Calcutta area and consequent dislocation of traffic and slow release of wagons, together with an increase in the demand for cement also. While some occasional shortages have been reported, it cannot be said that there has been any serious scarcity of cement in Delhi. All necessary steps to rush supplies and to ensure ready supplies, consistent with the availability of the requisite wagons, for movement to Delhi, have been taken. In fact, there has been increased supplies of cement to Delhi during the period January—May 1971, as compared to the corresponding period of 1970. The increase has been 79,704 tonnes *i.e.*, 48% over the corresponding period of last year.

SHRI M. KATHAMUTHU : It is stated in the statement that the shortage is seasonal, while the fact is otherwise. Whenever we discuss about scarcity of either cement or foodgrains here, the reply mostly is that it is due to non-availability of wagons. Ministers also say that wagons are held up at Calcutta. Is the non-availability of wagons the only reason for the scarcity of cement in Delhi or is there any other reason ? If it is the former, what was the demand made and what was the supply received from the railways ?

SHRI GHANSHYAM OZA : This is the usual feature in this part of the year. Every year, during this period, when the foodgrain movements are very heavy we experience difficulties not only here but in other sectors also. So, this year, we have been able to ease the situation to a certain extent by putting in orders for a large number of wagons and the performance is fairly satisfactory. On the broad gauge, 30 per cent more wagons are available and so far as the metre gauge is concerned, we have got 10 per cent more.