

2	3	4
Ajni Provision of diesel locoshed to house 60 WDM/2 locos	3,87,24	40%
Parel & Mahalaxmi- Modernisation of Workshops	6,78,78	85%
Thakurli- replacement of existing 6 Nos. loco capacity power plants in Kalyan Power House	59,96,00	30%
Conversion of Manmad- Aurangabad- Parbhani- Parlivaijnath MG line into BG.	80,23,00	Phase I - Manmad- Aurangabad Section has been taken up and its progress is 22%.
New BG line from Apta to Roha	21,54,00	Apta to Pen opened to traffic. Work from Pen to Nagothana is in progress.
New BG line from Wani to Chanaka	14,50,00	Wani to Pimpalkotti section only has been taken up and opened to goods traffic in June, 1984.
Construction of a new BG rail link from Manikgarh to Chandur	9,26,00	75%
8 Restoration of Miraj-Sangli rail link	1,36,00	nil.
9 Bringing old Madhav Nagar Station on the main line between Nandre and New Sangli	1,20,00	nil.
10 Electrification of Bhusawal-Nagpur Section	93,07,00	nil.

Import of edible oils

@*409-A. SHRI CHIMANBHAI IEHTA: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) how many contracts were signed during the last year for importing edible oils and at what prices and on what dates?

(b) what were the ruling prices of edible oils in United States, Malaysia and other major oil exporting countries when these contracts were signed;

(c) whether global tenders are invited before placing orders for the import of edible oils;

(d) what was the extent of oil leakage that occurred in terms of value and tonnage during the last year; and

(e) whether his Ministry has received any suggestion for importing oil seeds instead of oil and if so, what are the advantages or disadvantages in importing oilseeds?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD):

(a) 176 contracts were signed by STC during last financial year for importing edible oils. The price differ from oil to oil, contract to contract and shipment month to shipment month. The weighted average price prevailing during 1983-84

@Previously Starred Question transferred from the 21st August, 1984.

were as follows:

Name of Oil	Rs. per tonne
Crude soyabean oil	6322
Neutralised palm oil	4670
Rapeseed oil	6767
RBD Palm oil	4882
RBD Palmolein	5854
Crude sunflowerseed oil	8100
Refined Soyabean oil	8758

(b) The international prices vary on day to day basis, from oil to oil, shipment period-prompt/forward, source of supply, premium/discount for a particular oil and source of that oil etc.

(c) Yes, Sir.

(d) The purchases are made by STC on CIF basis with quantity received in the shore tanks of STC being final.

(e) Yes, Sir. Some of the advantages and disadvantages in regard to import of oilseeds are:

Advantages:

(1) Import of oilseeds would enable utilisation of the idle crushing capacity.

(2) This would also help in generating direct or indirect employment.

(3) Rapeseed oil obtained locally by extraction from imported rapeseed will have pungency somewhat akin to mustard oil and can be used directly for edible purposes without refining and would be more popular among consumers used to mustard oil.

(4) Even assuming that the oil obtained from imported rapeseed would cost higher than the imported rapeseed oil, this cost should actually be considered in relation to the cost of the indigenous mustard oil.

Disadvantages:

(1) The import of oilseeds is likely to act as a disincentive to the farmers producing oilseeds.

(2) Bulk import of any kind of seeds into the country will attract quarantine

requirements. The seeds can be moved into the country only after the health authorities at the ports have given clearance. This may take time.

(3) The import of oilseeds is associated with the problem of handling storage, transportation and processing for recovery of oils leading to a time lag in the supply of oils to the consumers. It will create very big logistics problem and may call for additional storage and other overhead costs.

(4) Oilseeds crushing comes under special regulation of industry under Industries (Development and Regulation) Act. Thus in case crushing of oilseeds (as in the case of production of oils from rapeseed) the activity will have to be covered by licensing. Allowing import of oilseeds will thus mean granting licenses based on imported material.

(5) Oil cakes, produced out of crushing of oilseeds, are not allowed to be exported because the meal will still continue to have significant oil content. Export of oilcakes is allowed only after the oil is extracted under the solvent extraction process. Such exports of oil cakes, based on imported oilseeds may seriously jeopardize our own efforts for increasing export markets for oil cakes made out of oilseeds grown within the country.

Conference of General Managers of Railways

*410. SHRI T. CHANDRASEKHAR REDDY: Will the Minister of RAILWAYS be pleased to state the details of the on-going projects which were discussed at the Conference of General Managers of Railways held in August, 1984 and the decisions taken at the Conference on those projects?

THE MINISTER OF RAILWAYS (SHRI A.B. A. GHANI KHAN CHAUDHURY): In the General Managers' Conference held on 7th August 1984, the subject of "progress on on-going projects" was discussed. It was decided that a