

COIR INDUSTRY IN KERALA

1149. SHRI S. KUMARAN :
SHRI K. P. SUBRAMANIA MENON : Will the Minister of FOREIGN TRADE be pleased to refer to the reply to Starred Question No. 126 given in the Rajya Sabha on the 20th March, 1972 and state :

(a) whether the scheme submitted by the Government of Kerala for development of coir industry has since been approved ; if so, the details in this regard ; and

(b) whether Government have also considered the question of granting soft loans for this industry ; if so, the decision taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) In 1968, the Kerala Government submitted a scheme for the development of the Coir Industry in the State, at an estimated cost of Rs. 15.59 crores. A Study Group was set-up by the Planning Commission to examine the scheme and the development of the Indian coir industry as a whole. The Study Group assessed the financial requirement of the Kerala Government Scheme at Rs. 6.99 crores in the shape of working capital, share capital, managerial assistance etc. for the co-operative societies. The financial requirements were to be met from within the approved Plan outlay for the Kerala State and institutional finance.

(b) A request for the grant of a soft-loan of Rs. 1.50 crores for revitalising the coir industry in Kerala was received from the State Government. The proposal sent by the State Government mainly related to revitalising 25 cooperative societies. Detailed steps proposed to be taken to ensure that the societies would become viable and credit worthy had not been indicated. The State Government was informed that unless future viability and satisfactory working of the societies was ensured, interim assistance would not be of abiding value. It was proposed to send a team of officers to discuss the matter in detail, but the State Government have not accepted this proposal.

SECURITY OF SERVICE OF WORKERS ON BEAS-SUTLEJ LINK PROJECT

1150. DR. BHAI MAHAVIR :
SHRI MAN SINGH VARMA :
Will the Minister of IRRIGATION AND

POWER be pleased to state :

(a) whether it is a fact that nearly 22000 workers presently employed in the difficult task of Beas-Sutlej Link Project have no security of service and apprehend being thrown on the road after the completion of the project ;

(b) whether they are also denied benefits of gratuity and old age pension ;

(c) whether one of the workers undertook self-immolation on the 26th January last year to press the demand for these benefits ;

(d) whether Government have taken any decision to concede these demands ; and

(e) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIJ NATH KUREEL) : (a) The service of the workcharged employees on the Beas-Sutlej Link Project is of temporary nature. According to the present construction schedule, most of the civil works on the Project will be completed by 1973-74 but work on power stations will continue for some more years. Thus there is no immediate problem of their being rendered surplus or retrenched.

(b) The employees working on the Beas-Sutlej-Link Project have been engaged for the construction period. Their employment is thus of temporary nature and as such they are not entitled to any gratuity or pensionary benefits. The project, however, is contributing towards Provident Fund on behalf of those workmen who are eligible under the Employees Provident Fund Act. In the case of workmen who are not covered by the Employees Provident Fund Act, the Project is paying at the time of superannuation, ex-gratia compensation @ 15 days average pay for every completed year (s) of service provided the workman has completed a minimum of five year's service.

(c) No, Sir.

(d) and (e) Do not arise.

MASS RAPID TRANSIT SYSTEM FOR MADRAS

1151. SHRI K. A. KRISHNASWAMY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a techno-economic feasibility study for Rs. 150 crore*

Mass Rapid Transit System for Madras has been approved by the Government of India ; and

(b) if so, the broad features of schema ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Techno-economic Feasibility Studies of Mass Rapid Transit System for Madras were commenced with an estimated cost of Rs. 40 lakhs.

(b) Broad features of the scheme would be known after the surveys/studies are completed in 1973.

CONVERSION OF NARROW GAUGE RAILWAY LINE FROM JABALPUR TO GONDIA INTO BROAD GAUGE

1152. SHRI SHANKARLAL TIWARI : Will the Minister of RAILWAYS be pleased to state what steps have been taken by Government for the conversion of the narrow gauge railway line from Jabalpur to Gondia into broad gauge ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : A traffic survey for the conversion of the Northern portion of the Satpura N. G. system including the Jabalpur-Gondia N. G. section, is in progress. A decision on this conversion will be taken after the results of the survey are known and the report are examined from all angles.

EXPORT OBLIGATION ON INDUSTRIES

1153. SHRI SITARAM JAIPURIA: Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether it is a fact that Government have chalked out a scheme to impose a compulsory obligation on a wide variety of industries to export a fixed percentage of their production in a bid to give boost to exports ;

(b) if so, the details thereof ; and

(c) by when the scheme is to be put into force ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. G. GEORGE) : (a) to (c) The practice of imposing compulsory export obligation is already in force. A broad outline of the present practice is given in the attached statement. The question of further rationalisation of the policy on export obligation on different

types of industries is being examined in consultation with the other Ministries concerned.

STATEMENT

1. In December 1969 while considering the policies and procedures for export obligations, the Cabinet decided that the range of export commitment need not conform to a prescribed percentage and that the production required in each case should varied on a reasonable judgment of the potentialities of the world markets and economics of the particular production in question.

2. In the context of the modified Industrial Licensing Policy, whose objectives are accelerated industrial growth, an expanded role for the public sector, curbing concentration of economic power in the hands of a few business groups, etc., the nature of export obligations to be imposed on larger industrial houses, foreign subsidiaries, etc., was determined as follows :

(a) Large industrial houses and foreign companies/their subsidiaries/branches should normally participate in establishing industries in the core and heavy investment sectors. But they would be allowed to establish new undertakings or expand production in other sectors, if they undertake to export 60% of the new or additional production, to be achieved in a period of three years, and provided their internal sale is not so large as to swamp other producers.

(b) A minimum export obligation of 60% (the exact percentage to be decided on merits in each case) on dominant undertakings, which apply for expansion.

(c) Creation or expansion of capacity in industries exclusively reserved for the small scale sector by non-small-scale industrial units, if they undertake a minimum export obligation of 75% of the new additional production, to be achieved within three years, and provided their internal sale is not so large as to swamp the small scale units.

3. Besides, in term of para 20 of the Import Trade control Policy (1972-73) (Volume I) selected priority industries are subject to compulsory exports. These industries are listed in Appendix No. 10 of the Import Trade Control Policy (Vol. I). A copy of this appendix is enclosed for ready reference. These industries are in a position to