

†[THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) Yes, Sir.

(b) The procedure for grant of import replenishment licences to the Registered Exporters of all commodities including handicrafts is contained in Volume II of the Import Trade Control Policy Book for 1972-73, which was placed on the Table of the House on 3-4-1972. The procedure has no complications and is constantly under review in consultation with the exporters or Trade Associations.

(c) No, Sir. However, in future if need arises, it could be placed before this committee.]

DERAILMENT OF TRAINS IN NORTH EASTERN REGION

28. SHRIMATI PRATIBHA SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that three trains, including the Down Silliguri-Barauni passenger train, were derailed in the North Eastern region on April 9, 1972;

(b) if so, the causes of the derailments; and

(c) whether any inquiries have been instituted to find out the causes; if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) on 9-4-1972 one train derailed on the North Eastern Railway and two on the North East Frontier Railway.

(b) and (c) The causes of these accidents are under investigation.

रेलवे द्वारा आयातित डीजल का प्रयोग

29. श्री ओउम् प्रकाश त्यागी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में विदेशी मुद्रा की कमी तथा भारत में क्रोयले के प्रचुर मात्रा में उपलब्ध

होने के बावजूद आयातित डीजल में चलने वाले इंजनों के प्रयोग को बढ़ावा दिये जाने के कारण क्या है ;

(ख) रेलवे द्वारा प्रति वर्ष कितना डीजल इस्तेमाल किया जाता है ; और

(ग) उस डीजल के लिए प्रति वर्ष विदेशी मुद्रा में कितना मूल्य देना पड़ता है ?

†[USE OF IMPORTED DIESEL BY RAILWAYS

29. SHRI O. P. TYAGI : Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for encouraging the use of engines run on imported diesel despite large quantities of coal available in India and shortage of foreign exchange in the country;

(b) the quantity of diesel used by the Railways annually; and

(c) the amount of foreign exchange paid annually for this diesel ?]

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) भाप इंजनों की घर्षण क्षमता अधिकतम धुरीभार और रेलपथ के सरकने वाले आयातों द्वारा सीमित रहती है। इन्हीं परिस्थितियों के अन्तर्गत डीजल इंजन अन्य इंजनों की अपेक्षा अधिक भार अपेक्षाकृत तेज रफ्तार से खींचने में समर्थ होते हैं। इसलिए, जिन खंडों में भाप इंजनों द्वारा होने वाला यातायात चरम सीमा तक पहुंच जाता है और जहां अन्य तरीकों से लाइन क्षमता बढ़ाने में भारी पूंजी परिव्यय और विलम्ब होता है, वहां तत्काल राहत पहुंचाने के लिए डीजलीकरण का तरीका अपनाया गया है।

(ख) 1971-72 में रेलों पर डीजल तेल की खपत लगभग 6270 लाख लिटर थी।

(ग) समूचे देश की आवश्यकताओं को ध्यान में रखकर आयात किया जाता है। अतएव, रेलों द्वारा उच्चगति डीजल तेल की खपत के लिए अलग से विदेशी मुद्रा की व्यवस्था करना सम्भव नहीं है।

कच्चे तेल का आयात मिट्टी के तेल, नेफ्था, पेट्रोलियम आदि कई आशोधित पदार्थों की खपत पर निर्भर करता है। इसलिए, रेलों द्वारा उच्च गति डीजल तेल की खपत के स्तर से आयातित कच्चे तेल की मात्रा में कोई कमी नहीं आयेगी।

†[THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The hauling capacity of steam locomotives is limited by the maximum axle-load and moving dimensions of the track. Under the same conditions, diesel locos are able to haul heavier loads at higher speeds. Therefore, where section capacity has reached saturation with steam traction, and where increase of line capacity by other methods involves heavy outlay and delay, dieselisation has been adopted in order to provide immediate relief.

(b) The consumption of diesel oil on Railways during 1971-72 was about 627 million litres.

(c) Imports are made keeping in view the requirements of the country as a whole. It is therefore not possible to split up the element of foreign exchange for consumption of High Speed Diesel Oil by Railways.

The import of crude is governed by the consumption of a number of distillates such as kerosene, naptha, petroleum, etc. The level of consumption of H. S. D. Oil by Railways will therefore not by itself reduce the quantity of crude to be imported.]

JOBS FOR DISABLED EX-SERVICEMEN
IN RAILWAYS

30. SHRIMATI PRATIBHA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to provide jobs in the Railways to disabled ex-servicemen and dependents of those killed in the recent war; and

(b) if so, the details thereof? 1

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b) In accordance with the policy laid down by Government, 10% of the vacancies in Class III and 20% in Class IV Railway Services which are filled by direct recruitment are reserved for ex-servicemen including disabled ex-servicemen.

Dependents of the Defence Service Personnel killed in action are also considered for appointment to non-gazetted posts on the Railways upto two members of each family subject to availability of vacancies. Similarly, dependents of Railway servants killed in the recent war are also being appointed on compassionate grounds.

REPORT OF IRRIGATION COMMISSION

31. SHRI A. G. KULKARNI :
SHRI BHOLA PRASAD :
SHRI SITARAM JAIPURIA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Irrigation Commission has given a report and if so, what are the salient features thereof; and

(b) whether Government have any scheme to upgrade those States where average irrigation is below the national level to encourage food production and if so, what are the steps proposed by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIJNATH KUREEL) : (a) A statement giving the requisite information is attached.

(b) A large number of new major and medium irrigation schemes have been taken up in the last decade or so in the States where