

dated the 18th July, 1964, regulating the re-distribution of Conductors on the various divisions could be implemented, the decision of the Railway Board to have the posts of Conductors re-distributed into two grades was communicated on the 17th May, 1965. Accordingly, the local orders of the Northern Railway, dated the 18th July, 1964 were cancelled. As the Special Travelling Ticket Examiners continued to discharge the same functions and responsibilities throughout, irrespective of these developments, the question of payment of wages in the higher grade did not arise.

INCREASE IN RENT OF RAILWAY QUARTERS

580. SHRI SUNDAR MAM PATEL:

SHRI LOKANATH MISRA: SHRI M. K. MOHTA: Will the Minister of RAILWAYS/ रेल मंत्री be pleased to state.

(a) what is the number of occasions on which the rent of railway quarters was increased during the last ten years;

(b) whether there was any additional capital outlay on the existing quarters justifying the increase; and

(c) whether it is the policy of Government to increase the rent of railway quarters periodically without making any additional investment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS, रेल मंत्रालय

में उपमंत्री (SHRI MOHD. SHAFI QURESHI): (a) During the last ten years, the rents of railway quarters were scheduled to be revised on three Occasions,

(b) The quarters are pooled into various classes such as type I, type II, type III, etc., based on the scales of pay of staff for whom they are intended. The assessed rent in each pool is worked out at 6 per cent, of the pooled capital cost. The assessed rent so fixed is revised periodically to take into account the cost of additions and alterations, if any, to the existing quarters and also the cost of new quarters built since the last revision. As the new quarters usually cost more than the quarters constructed in the past, the assessed rent of each pool tends to increase with each revision. Since the pooled rent is recoverable in respect of all quarters, old or new, in a pool, additional capital investment affects the

rent within a pool.

(c) No, Sir.

INDUSTRIES BASED ON TAPIOCA IN KERALA

581. SHRI M. K. MOHTA: Will the Minister of INDUSTRIAL DEVELOPMENT/ औद्योगिक विकास मंत्री be pleased to state:

(a) whether there is any proposal under the consideration of the Government of India to set up industries based on Tapioca in Kerala;

(b) whether any proposal in this regard has been received from the Government of Kerala; and

(c) if so, the progress so far made in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT/

औद्योगिक विकास मंत्रालय में उपमंत्री:

(PROF. SIDDHESHWAR PRASAD): (a) The

Government of India have no such proposal under consideration. However, it is understood from the Government of Kerala that they are considering a proposal to set up an industrial unit for the manufacture of protein enriched foods, industrial starches, dextrose, glucose, etc., utilising tapioca tuber as raw material.

(b) No, Sir.

(c) Does not arise.

POWER TARGET FOR 1973-74

582. DR. B. N. ANTANI: Will the Minister of IRRIGATION AND POWER/

विद्युत और विद्युत मंत्री be pleased to state:

(a) whether a recent review conducted by Government revealed that power target of 23 million K.W. set forth in the Fourth Plan (1973-74) is likely to fall short by 2 m. K.W. and that an overall deficit of 3 m. K.W. is anticipated;

(b) if so, the main reasons therefor; and

(c) the steps proposed to be taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER/

विद्युत और विद्युत मंत्रालय में उपमंत्री

(SHRI BAIJ NATH KUREEL): (a) As

against a total estimated load demand of 18 million kW at the end of the Fourth Plan which would need 26 million kW of installed generating capacity in the country, the targetted capacity is only 25 million kW. A review of the progress of construction of power projects sanctioned for commissioning during the Fourth Plan has indicated that there would be a shortfall of 1.8 million kW in the achievement of the Fourth Plan target of 23 million kW.

(b) The main reasons for the shortfall in the achievement of the Fourth Plan targets are the slippages in the dates of delivery of generating plant and equipment in the case of some projects and shortage of funds or delay in the progress of civil works in others.

(c) The following steps are being taken to minimise and mitigate the shortfall to the extent possible:

(i) The manufacture and delivery of generating plant and equipment, particularly from indigenous manufacturers is expedited.

(ii) The progress of civil works is accelerated wherever possible.

(iii) Requirement of projects in respect of construction materials, machinery, etc., are being arranged on a priority basis.

(iv) Arrangements are being made for import of scarce materials like steel and certain key components of items of equipment which could hold up the progress of projects.

(v) Arrangements have been made through C.W. & P.C., etc., to watch the progress of the projects continuously so that any likely difficulties can be spotted in advance and necessary assistance given to the Project authorities.

(vi) Construction of inter-State and inter-regional link transmission lines is being expedited to enable transfer to power from surplus areas to neighbouring deficit areas, and to ensure optimum utilisation of the available generating capacity.

(vii) Advance action is being initiated on projects which are required for meeting the increasing load demands beyond the Fourth Plan.

REGISTERED EMPLOYEES' UNIONS IN RAILWAYS

583. SHRI SUNDAR MANI PATEL:
SHRI K. C. PANDA: SHRI
LOKANATH MISRA:

Will the Minister of
RAILWAYS/ रेल

मंत्री be pleased to state:

(a) what are the details of the courses open to railway employees to get their grievances redressed when a majority of them break away from recognised unions and form separate categorical unions which are also registered under the rules;

(b) whether any instructions have recently been issued by Government for not entertaining these registered unions in regard to the representations submitted by them;

(c) if so, the reasons therefor; and

(d) whether any change in the policy in this regard is proposed to be made in view

of the fact that trade union law permits the formation of such unions and that a majority of staff in respective categories are members of such unions?

THE DEPUTY MINISTER IN THE
MINISTRY OF

RAILWAYS/ रेल मंत्रालय

में उपमंत्री (SHRI MOHD. SHAFI

QURESHI): (a) The majority of Railwaymen are members of the recognised Unions affiliated to the National Federation of Indian Railwaymen and the All-India Railwaymen's Federation; it is expected that the remaining staff should seek redressal of their grievances individually through official channels. In respect of collective subjects, the recognised unions are the only organisations through whom they can be discussed with the Administration.

(b) and (c) It has all along been the policy of the Government not to deal with unrecognised unions, though representations received from them are given due consideration.

(d) In view of reply to part (a) of the question, no change in the present policy is called for.

ICICI CHAIRMAN'S SPEECH ON INDUSTRIAL DEVELOPMENT

584 SHRI T. G. DESHMUKH:

SHRI A. G. KULKARNI:

SHRI N. P.

CHAUDHARI:

Will the Minister of INDUSTRIAL DEVELOPMENT/ औद्योगिक विकास मंत्री be pleased to state:

(a) whether Government's attention has been drawn to the speech made by Mr. J. L. Mehta, Chairman of the ICICI to the shareholder of the Corporation about the general state of industrial development; and

(b) whether Government have considered the different suggestions made by him to increase the industrial* output to meet the growing needs of the masses and exports?

THE DEPUTY MINISTER IN THE
MINISTRY OF INDUSTRIAL DEVELOPMENT/ औद्योगिक विकास मंत्रालय में उपमंत्री

(PROF. SIDDH. SHWAR PRASAD):
(a) Yes, Sir.

(b) Government is already conversant with the suggestions contained in the speech and is trying its best to increase industrial output to meet the growing needs of the masses and exports.