

TABLE II

(Rs. Million)

	Accumulated losses (—) profits (+)	Total Invest— ments*
Bhilai	(—) 271	3632
Durgapur	(—) 840	2968
Rourkela	(—) 322	4153
TISCO	(+) 527	1807
IISCO	(+) 409	1281

*Investments figures given here are the figures of balance sheet total liabilities/assets.

Although Bhilai, Durgapur and Rourkela have accumulated losses, it may be pointed out that during the year 1969-70 Bhilai and Rourkela respectively made profits of Rs. 3.6 crores and Rs. 7.8 crores. Thus only Durgapur Steel Plant has incurred losses in 1969-70 (*viz.* Rs. 15.5 crores). In view of the very low rate of utilisation of capacity in Durgapur, consequent mainly to poor industrial relations, it will not be possible to say when Durgapur will make profit.

(d) Production at Durgapur has been adversely affected by disturbed industrial relations. At Durgapur and Rourkela, there are also certain technical and operational constraints/deficiencies, which are being attended to.]

INVESTMENT IN NEW INDUSTRIES

265. SHRI M. K. MOHTA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) what has been the aggregate new investment in industries in the "middle sector" (*i. e.* between the "core sector" and the "small scale industries") in the first three quarters of 1970-71 ;

(b) how does it compare with the new investment in these industries in the corresponding periods of the preceding two financial years ; and

(c) if there has been a decline in new investment in these industries in the first three quarters of 1970-71, to what factors is the decline attributed ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : (a) to (c) A statement is attached.

STATEMENT

(a) to (c) Indications as to the overall investment in industries can be obtained from the industrial licence applications approved during any period, although the investment figures indicated in the licence applications tend to be preliminary estimates only and very considerably from the actual investments that ultimately take place. The usual practice is to issue letters of intent initially expect in the relatively rare instances where no capital goods imports or foreign collaboration is involved in which case the licence itself is issued. The letters of intent are converted into industrial licences when the conditions stipulated in the letters of intent are fulfilled and this ordinarily takes between 6 months to a year and sometimes even longer. Substantial investments are made only after the licence is issued.

During the period from 1st July, 1970 to 10th March '71 375 letters of intent have been issued, which involve an approximate aggregate investment of the order of 334.58 crores, Out of this, Rs. 160.16 crores relate to letters of intent involving heavy investments over Rs. 5 crores, including 'core' sector projects, while the balance Rs. 174.42 crores pertains to the middle sector involving investments below Rs. 5 crores. The above volume of likely investments is expected to be substantially higher than in the previous two years. No detailed comparative sector-wise assessment has been made with previous years as the above investment classifications were introduced as part of the revised licensing policy in February, 1970.

रेल गाड़ियों का स्थगित किया जाना

266. श्री राम सहाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कोयले की कमी के कारण पिछले