

**CRITICISM AGAINST NEW STEEL
DISTRIBUTION POLICY**

10. **SHRI N. P. CHAUDHARI:**
SHRI S. B. BOBDEY:
SHRI A. G. KULKARNI:
SHRI T. G. DESHMUKH:
SHRI B. S. SAVNEKAR:

Will the Minister of **STEEL AND HEAVY ENGINEERING** be pleased to state:

(a) whether Government have received any adverse criticism against the new steel distribution policy particularly in regard to the procedural difficulties from big and small industries alike; and

(b) whether Government are aware of the abuses in steel distribution through stockyards?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b) Occasional complaints have been received from consumers and certain Associations about the procedural difficulties in the current distribution procedures including distribution of steel materials through stockyards. Certain modifications were made recently with a view to stream lining the procedures, and these have been widely welcomed. An Appraisal Division has been set up in the Office of the Iron and Steel Controller to look into such complaints. Regional Offices of the Iron and Steel Controller are also in the process of being set up. One of the functions of these offices will be to ensure that distribution from Stockyards is in line with the procedure evolved.

11. [*Transferred to the 6th April, 1971.*] ✓

FOREIGN COLLABORATIONS

12. **SHRI JAGDISH PRASAD MATHUR:** Will the Minister of **INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE** be pleased to state:

(a) the number of foreign collaborations which were approved in 1968-69 and 1969-70 respectively;

(b) how does it compare with the number approved in the first two years of the sixties;

(c) if the number has shown declining trends, what are the reasons therefor, and

(d) whether adverse comments have been made during the last two years by any foreign delegations about the climate for foreign investment in India, and if so, the gist of such comments and the remedial action taken by Government?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY): (a) and (b) The number of foreign collaboration cases approved during 1968, 1969 and 1970 are 132, 135 and 183 respectively. As against this, the number of foreign collaboration cases approved during 1960 and 1961 were 400 and 405 respectively. Compared to the number of cases approved during 1960 and 1961, the number of foreign collaboration cases approved during 1968, 1969 and 1970 have shown a decline.

(c) The reasons, among others, are that a much greater indigenous technological capability has been established in a number of fields through prior collaborations or otherwise and a greater selectivity is now exercised to avoid import of technology in non-essential fields and in a repetitive manner.

(d) The West German Business Delegation which visited India in January, 1970, in their Report referred to certain factors which, in their opinion, might be regarded as obstacles to foreign private investment in India. Their report also listed a number of other factors which they regarded as favourable for foreign private investment in India. Government do not consider that the views expressed by the foreign delegations call for modification of any major aspect of Government policy. Government are of the opinion that

within the existing legal and policy framework obtaining in India, there is adequate scope for foreign private investment. ✓

RESERVATION OF SEATS IN TRAINS

13. SHRI J. S. TILAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Judge of the Poona Small Causes Court has recently given judgement that under the existing tariff rules, the railways are not bound to guarantee a seat although previously reserved by a passenger; and

(b) if so, what is Government's reaction to this judgement?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) Government abides by the judgement of Courts.

14. [Transferred to the 6th April, 1971]

मुरादाबाद-काशीपुर-रामनगर मंडी रेल मार्ग के लिए बड़ी लाइन

15. श्री जगन्मोहि प्रसाद यादव: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मुरादाबाद से काशीपुर और रामनगर मण्डी तक यातायात के बढ़ जाने और उसके परिणामस्वरूप जनता को होने वाली कठिनाइयों को देखते हुए उक्त रेल मार्ग पर बड़ी लाइन बनाने हेतु चौथी पंचवर्षीय योजना में कोई धनराशि रखी गई है;

(ख) यदि हां, तो कितनी धनराशि रखी गई है; और

(ग) यदि नहीं तो उसके क्या कारण हैं?

†[BROAD GAUGE LINE ON MORADABAD-KASHIPUR-RAMNAGAR MANDI ROUTE]

15. SHRI J. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the increased traffic from Moradabad to Kashipur and Ramnagar Mandi and the resultant difficulties caused to the public, any funds have been provided under the Fourth Five Year Plan for laying a broad gauge line on the said route;

(b) if so, how much amount has been provided for this purpose; and

(c) if not, what are the reasons therefor?

रेल मंत्री (श्री के० हनुमन्तैया): (क) और (ख) इस मार्ग पर बड़ी लाइन बिछाने के लिए चौथी योजना में कोई व्यवस्था नहीं है।

(ग) मुरादाबाद पहले से ही काशीपुर और रामनगर के साथ मीटर लाइन से जुड़ा हुआ है। धन की कमी होने और यातायात सम्बन्धी पर्याप्त औचित्य न होने के कारण इन स्थानों के बीच बड़ी लाइन बनाने के लिए इस प्रस्ताव को चौथी पंचवर्षीय योजना अवधि में विचारार्थ पर्याप्त प्राथमिकता नहीं मिल पायेगी।

†[THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA); (a) and (b) There is no provision in the 4th Plan for laying a broad gauge line on the route.

(c) Moradabad is already connected with Kashipur and Ramnagar with a metre gauge line. Due to paucity of funds and lack of adequate traffic justification, the proposal for providing a broad gauge railway line between these places would not merit sufficient priority for consideration during the Fourth Five Year Plan period.] ✓

†[] English translation.