

widespread criticism particularly by the Chief Ministers of Mysore and Maharashtra and even by the Congress President that the Government's industrial licensing policy in the Fourth Plan and up-to-date is not production-oriented? What does the Government think of this criticism by the Chief Ministers and a great person like Mr. Nijalingappa? What he means by saying that it is not production-oriented and what does the Government propose to do to take cognisance of these things?

SHRI ARJUN ARORA: He has contradicted his statement.

SHRI SUNDAR SINGH BHAN-DARI: The proper forum is the AICC.

SHRI FAKHRUDDIN ALI AHMED: It is difficult for me to say what is meant by those people who have given expression to such views. But I can say that so far as our policy is concerned it is production-oriented.

SHRI A. G. KULKARNI: Is it conducive to production? That is the point.

SHRI FAKHRUDDIN ALI AHMED: It is based on production, it is conducive to production: it is based on the policy contained in industrial policy resolution of the Government.

SHRI CHITTA BASU: May I draw the attention of the hon. Minister to a particular statement made by the Chief Minister of Tamil Nadu which says:

"It is the State which gives land, water and electricity for any new industry but it is the Centre which has the power to grant or refuse licences even though such an industry has no bearing on any of the Central subjects.

What is the reaction of the Government of India regarding this particular observation made by the Chief Minister of Tamil Nadu?

SHRI FAKHRUDDIN ALI AHMED: Madam, I do not know what is the relevance so far as this question is concerned, but may I point out that the decision regarding licences is not taken merely on the requirement or on the demand of a particular State? It is taken on the basis of other considerations also including whether the establishment of a particular industry is conducive to production in the national interest or not. After taking into consideration all the factors where an industry is to be located, the decision is taken by the Government.

*271. [Transferred to the 511 May, 1969.]

FAST TRAINS BETWEEN DELHI AND OTHER IMPORTANT CITIES

*272. SARDAR D. K. JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce more fast trains like the Raj-dhani Express between Delhi and other important cities in the country; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) and (b) Initial feasibility study on three other routes, Delhi-Bombay, Delhi-Ahmedabad and Calcutta-Nagpur is now in hand. Decision regarding introduction of fast trains on these routes would be taken only after the results of the study have been received.

SARDAR D. K. JADHAV: May I know from the Minister what precautionary measures have been taken for running the trains safely on these lines? Further, will he consider the practicability of extending the Taj Express from Agra to Jhansi?

SHRI PARIMAL GHOSH: Before introducing any fast train, all possible and necessary precautions are taken. Only after that trains are permitted to

run at a higher speed. Regarding the other point, the policy is we are trying to introduce fast trains in most of the modern cities and our next attempt will be between Delhi and Ahmedabad, on the MG.

SHRI ARJUN ARORA: He has not replied to the specific question put by Mr. Jadhav about extending the Taj Express to Jhansi. As he is aware, the Taj Express reaches Agra at about ten in the morning and stays there the whole day. It begins its journey back at about 7 P.M. In the meantime between ten and seven, the train can very conveniently be utilised by extending the train to Jhansi and back.

SHRI B. K. "P. SINHA: What is the importance of Jhansi?

SHRI ARJUN ARORA: It is very important because of the Rani of Jhansi.

SHRI PARIMAL GHOSH: The Taj Express is a prestige train so far as the Indian Railways are concerned and it was introduced for a specific purpose. In regard to the extension of the train from Agra to Jhansi, there are certain operational difficulties and unless these are obviated, it is not possible at present to extend it further.

SEA-FOOD INDUSTRY

*273. SHRI A. D. MANI: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the processing plants for sea-food industry in the Cochin area are either idle or under-utilised; and

(b) if so, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL

TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH):

(a) and (b) The information is being collected and will be laid on the Table of the House.

SHRI A. D. MANI: Would the Minister give some information on the estimated production of these plants?

SHRI FAKHRUDDIN ALI AHMED: The question was received by us only on the 4th May and we have to get the information from the Kerala Government.

SHRI A. D. MANI: I am surprised that he is not able to answer this question.

THE DEPUTY CHAIRMAN: He has to collect the information from the Kerala Government.

TERMINATION OF SERVICES OF CASUAL LABOUR IN SOUTH EASTERN RAILWAY

*274. SHRI M. V. BHADRAM : † SHRI Z. A. AHMAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of casual labour whose services were terminated from the 20th September, 1968 for participation in the employees strike on the 19th September, 1968 in the South Eastern Railway;

(b) whether compensation was paid and notice given as prescribed under Section 25 F of Industrial Disputes Act to all such casual labour, if so, in how many cases; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) 1285 including 134 on authorised scales of pay.

†The question was actually asked on the floor of the House by Shri M. V. Bhadram.