

(a) Washability of coal; (b) Blending of coal for metallurgical purposes; (c) Briquetting of non-coking coals for metallurgical purposes; (d) Hydrogenation of coal for oil production; (e) Production of fertilizers from coal; (f) Low temperature carbonisation of coal and utilisation of by-products for chemical industry; (g) Gasification of low-grade coals; (h) Production of activated earths; (i) Fluidized carbonisation and recovery of by-products; (j) Recovery of sulphur from flue gases.

For some of these projects, close collaboration has been established with the National Coal Development Corporation, Hindustan Steel Ltd. and various collieries.

2. For petroleum and related products, the main research projects undertaken by the CSIR, Petroleum Institute at Dehra Dun and other laboratories are as follows:

(a) Preparation of edible proteins; (b) Extraction of high-melting wax from waste products of oil wells; (c) Evaluation of Iranian crudes for the Madras Refinery; (d) Pre-investment project studies for the Haldia Refinery and Barauni Coke Plant; (e) Survey of requirements for lubricating oil locomotive diesel oil and preparation of production schedules; (f) Studies on quality of aviation turbine fuels in storage; (g) Hydro-de-sulphurisation of gas oil.

For these projects, the laboratories are collaborating with oil refineries and other agencies concerned with the utilisation of the results of research.

ENQUIRY INTO 7TH NOVEMBER INCIDENT IN DELHI

*442. SHRI SITARAM JAIPURIA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the body set up to inquire into the causes of the 7th November, 1966 incident in Delhi has submitted its report;

(b) if so, the details of the report; and

(c) the action taken against the persons responsible for the disturbances on that date?

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN) :

(a) to (c) Investigations under the Code of Criminal Procedure into the cases arising out of the incidents on November 7, 1966 were made by the Delhi Police under the supervision of a Deputy Inspector General of Police. As a result of these investigations, 5 cases involving 91 persons charged with various offences like rioting, attempt to murder, causing hurt to deter public servant from his duty, etc., were put in court. In one case the only accused person was discharged by the court and the remaining cases are still pending trial in the courts.

DISCONTENT AMONG LADAKH PEOPLE IN KASHMIR

*443. SHRI B. D. KHOBRAGADE : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that there is great discontent amongst the people in Ladakh particularly the Buddhists, due to discrimination and injustice done to them by the Government of Jammu and Kashmir;

(b) whether it is a fact that due to such discrimination Ladakh people have demanded different political status for Ladakh, i.e., separation from Kashmir; and

(c) if so, what steps are being taken to redress their grievances?

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN) :

(a) No, Sir.

(b) Some persons have asked for NEFA type administrative set-up for Ladakh.

(c) Government do not propose to separate Ladakh from Kashmir. For intensive development of Ladakh, Government of India are rendering 90 per cent financial assistance for development schemes undertaken with their approval by the State Government as part of the State Plan.

*444. [Transferred to the 12th December, 1967.]

AGITATION ON MAHAJAN COMMISSION REPORT

*445. SHRI S. S. MARISWAMY : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the Government of Maharashtra has threatened to resort to agitation over the Mahajan Commission Report in regard to Mysore-Maharashtra border dispute; and

(b) if so, what is the reaction of the Government of India in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA) : (a) No, Sir.

(b) Does not arise.

SHIPPING DEVELOPMENT FUND LOAN FOR APEEJAY SHIPPING COMPANY

*446. SHRIMATI SARLA BHADURIA : Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) the procedure followed for the sanctioning of loans from the Shipping Development Fund;

(b) the time taken on an application of this kind to be processed and disposed of;

(c) when the Apeejay Shipping Company made an application to Government for the sanction of a loan from the Shipping Development Fund;

(d) the time taken by Government on the disposal of this application;

(e) whether the credentials and reputation of the said firm and the group to which it belonged were examined before sanctioning this loan; and

(f) if the reply to part (e) above be in the negative, the reasons therefor?

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO) : (a) to (f) A statement giving the requisite information is laid on the Table of the House.

STATEMENT

(a) The procedure in this regard is laid down in the Shipping Development Fund (Loans) Rules, 1961, a copy of which was supplied to the Parliament Library.

(b) The time taken in the processing and final disposal of these applications varies from case to case, depending upon various factors such as availability of all relevant information in the application, need for any reference back to

the applicant for elucidation, time taken by the Directorate General of Shipping and the Government Director to examine the application and furnish their report and recommendation, availability of funds with the Committee and so on. A study of 50 cases has shown that the average time taken is 166 days per application. This average does not naturally reflect the wide variations in the time to process and dispose of individual cases.

(c) and (d) The company made six applications for loan to the Shipping Development Fund Committee, relevant details regarding which are as follows :

Date of Application	Date of Decision by S.D.F. Committee	Time taken (in days)
1 1-8-60 . .	15-12-61	502
2. 25-3-63 . .	14-7-64	478
3. 16-8-63 . .	21-11-63	98
4. 14-11-63 . .	29-8-64	290
5. 27-6-64 . .	8-2-65	227
6. 19-12-64 . .	16-8-65	241

The loans referred to at Sl. Nos. 5 and 6 were not actually availed of, as the purchase of the ships concerned did not materialise.

(e) and (f) As required under the Shipping Development Fund (Loans) Rules, 1961, the Directorate General of Shipping and the Government Director on the Board of Directors of Indian Shipping Companies, who are under the administrative control of the Ministry of Transport and Shipping, examined the applications of the company from various angles such as its capital structure, profitability, security etc. and then recommended them to the Shipping Development Fund Committee subject to such restrictions, conditions, etc. as they thought fit to impose. The Committee considered these applications on the basis of these recommendations and then got their decisions approved by the Transport Ministry at the Minister's level. The reports and recommendations made by the Directorate General of Shipping and the Government Director did not raise any doubt or suspicion regarding the credentials and reputation of the Company.