

श्री रामकुमार भुवालका : क्या माननीय मंत्री जी यह बतलाने की कृपा करेंगे कि इस कमेटी में कितने मेम्बर हैं और उनके नाम क्या क्या हैं और वे कब तक अपनी रिपोर्ट पेश करेंगे ?

श्री फ़ख़रुद्दीन अली अहमद : अभी जैसा मैंने बतलाया कि इकॉनॉमिक मिनिस्ट्री के जो सेक्रेटरीज हैं, वे उसके मेम्बर हैं।

श्री आर० पी० खंतान : माननीय मंत्री जी ने अपने स्टेटमेंट में बतलाया है कि डाइवर्सिफिकेशन के लिए उनको कुछ मदद दी जायेगी तो क्या मदद दी जायेगी, क्या माननीय मंत्री जी यह बतलाने की कृपा करेंगे ?

श्री फ़ख़रुद्दीन अली अहमद : डाइवर्सिफिकेशन के लिए 25 परसेंट तक मदद दी जायेगी, बेलेंस इक्यूपमेंट इम्पोर्ट करने के वास्ते।

SHRI NIREN GHOSH : May I know from the hon. Minister whether this lopsided planning in respect of the machine-building industry has led to a situation in which we require Rs. 800 crores worth of spares and components and we have not the foreign exchange to meet it, so that our industrial growth is being hampered and made dependent upon the foreigners; whether as a result of foreign collaboration and foreign capital investment our wealth is being drained away so that there is also no market for the industrial goods also and recession is there; and whether it is due to this factor that the industrial growth has come to a grinding halt ?

SHRI FAKHRUDDIN ALI AHMED : I do not agree with the views held by the hon. Member that because of foreign collaboration, because of assistance from outside all this malady is there. The malady is there for several reasons which could not be anticipated when the Plan was prepared and action for implementing the scheme was taken.

INDIAN FIRMS' TENDER FOR STEEL SUPPLY TO NEW ZEALAND

*543. SHRI A. D. MANI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that an Indian Engineering firm in Calcutta submitted a tender for supply of fabricated steel structure for a bridge in New Zealand ;

(b) whether this tender was accepted by New Zealand; and

(c) whether the said firm has been asked not to undertake such work in future by its British Directors ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAH QURESHI) : (a) and (b) Messers Commercial and Industrial Exports Ltd., Calcutta (GIEL) has secured confirmed order from New Zealand Government Railways against tender bid for supply of two Railway Bridge spans. The Bridge spans are being manufactured by an Engineering firm in Calcutta.

(c) We have no information to this effect.

SHRI A. D. MANI : I have to mention here before I put a question that this concern is controlled by British Directors, and this concern was capable of getting the order from New Zealand but the Britishers asked this concern not to tender for such a project. May I ask who are the Controllers of this concern, who are the Directors ?

SHRI MOHD. SHAFI QURESHI : Madam, the concern is a member of the Engineering Export Promotion Council. Regarding names of the members or Directors of this firm I require notice.

SHRI A. D. MANI : May I ask the Minister whether, since the matter has been raised he will try to find out whether the British Directors interfered with the Controllers' discretion to accept the orders from abroad so that British interests may not be affected ? Will he conduct an enquiry into this matter ?

SHRI DINESH SINGH : The hon. Member will appreciate that this is a private firm and it is not very easy for us to find out what happens in their working. We did try to ascertain from the Engineering Export Promotion Council whether any collaborator of this firm from abroad had asked them not to tender for this project. But the Export Promotion Council has informed that they have no such information.

DIFFICULTY IN INCREASING NUMBER OF TRAINS

*544. SHRI JAGAT NARAIN : Will the Minister of RAILWAYS be pleased to state :

(a) the difficulty experienced by Government in increasing the number of trains

in view of the increasing number of Railway passengers and the efforts made to remove this difficulty ; and

(b) the reasons for not providing more seats particularly in third class compartments, commensurate with the increasing number of Railway passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : (a) and (b) The difficulties experienced are chiefly the shortage of coaching stock, line capacity on saturated sections, and terminal facilities at some stations. Additional resources by way of additional coaches, and developmental works to increase line capacity and terminal facilities, are planned and executed on a programmed basis, within the overall availability of funds. As additional resources become available, additional trains are introduced. During 1966-67 the number of additional trains introduced or extended was 225. Consistent with the needs of traffic in various classes the effort is to provide adequate accommodation in third class.

श्री जगत नारायण : अभी वजीर साहब ने फरमाया कि हमारे पास फंड्स नहीं हैं और इस साल उन्होंने 225 ट्रेनें बढ़ाई हैं या बढ़ाने जा रहे हैं। तो मैं उनसे यह पूछना चाहता हूँ कि पिछले दो सालों के मुकाबले में तीसरे क्लास में सफर करने वालों की तादाद बढ़ी है या नहीं? अगर बढ़ी है, तो जो उन्होंने इस साल 225 ट्रेनें बढ़ाने का फैसला किया है क्या उससे रेलों में बढ़ती हुई तादाद में सफर करने वालों को सहूलियत मिलेगी?

SHRI C. M. POONACHA : Madam, there is a steady increase in the number of third class passengers on the Indian Railways. The normal assessment of increase is at the rate of 3 per cent. Of late we have found that the increase is rising over 4 per cent. All efforts are being made to cope up with the increased traffic on the Indian Railways.

श्री जगत नारायण : मैं वजीर साहब से यह पूछना चाहता हूँ कि जब हम तीसरे क्लास में सफर करते हैं तो जिस डिब्बे में 40 आदमियों की बैठने की जगह होती है

उसमें 80 या 100 तक आदमी बैठे रहते हैं जबकि वे कहते हैं कि सिर्फ 3 परसेंट ही इन्कीज सफर करनेवालों की हुई है। शायद उनको यह बता भालूम नहीं होगी कि तीसरे क्लास में किस तरह से लोग सफर करते हैं और उनका कितना बुरा हाल होता है। इस चीज को सामने रखते हुए, क्या वजीर साहब बतलायेंगे कि जो उन्होंने इजाफा किया है वह नाकाफी है और आगे और भी इजाफा करेंगे कि ताकि तीसरे क्लास में सफर करने वालों को आराम मिल सके?

THE DEPUTY CHAIRMAN : By how much has the third class capacity increased in this period ?

SHRI C. M. POONACHA : In certain sectors the congestion or overcrowding may be of a very high intensity. But generally speaking, I was giving an overall 3 per cent average figure. It is true that in certain sectors the congestion is far too much and we have attempted to introduce what is called the Janata trains which comprise only third class compartments and carry only third class passengers. We have introduced as many as 32 Janata Expresses, 24 on the Broad Gauge and 8 on the Metre Gauge. It is our intention to increase this number of Janata Expresses provided line capacity would be available. There are certain sectors which have almost reached the limit.

श्री दत्तोपंत ठेंगड़ी : जहाँ नई ट्रेनों के चलाने का प्रयास किया गया है वहाँ जनता ट्रेने छोड़ कर बाकी जो ट्रेन्स हैं उनमें थर्ड क्लास की बोगी ज्यादा लगाने के बारे में क्या सरकार विचार कर रही है?

SHRI C. M. POONACHA : With the programme of dieselisation in certain sectors, the haulage capacity of each train does increase by about 25 to 30 per cent. That is one way. Another way is putting additional trains if the line capacity permits. The third way would be to improve section control, signalling and central traffic control system. With all these arrangements we hope to cope with the increase in passenger traffic.

*545- The questioner {Shri Babubhai M.Chinai} was absent. For answer, vide to/f.3969-3971 infra.]