

No. 362 ran late on 63 days and No. 363 on 41 days. Running of these trains has not been satisfactory due to a number of reasons, such as displaced crossings, cautious driving due to execution of heavy engineering developmental works, etc. A punctuality drive is being instituted through Inspectors, and other necessary steps are also being taken to improve running of these trains.

ENTRY OF UNAUTHORISED PERSONS IN FIRST CLASS COMPARTMENTS

60. SHRI NARINDRA SINGH BRAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the fact that unauthorised persons with the connivance of conductors and guards get into first class compartments; and

(b) if so, what steps are being taken in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b) It is not possible to rule out malpractices in this regard, though only one actual case has been reported. Coach Attendants have generally been provided in first class corridor type coaches and one of their duties is to prevent entry of unauthorised persons into such coaches. Ticket checking staff have also been instructed to pay special attention and prevent any unauthorised persons entering into such coaches.

REVIEW OF CEMENT PRODUCTION IN THE FOURTH FIVE YEAR PLAN

61. SHRI SITARAM JAIPURIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that in the recent official review of the Fourth Plan cement production programme, it has been revealed that the expansion of the cement industry in the country has not been satisfactory;

(b) if so, what are the reasons for this unsatisfactory progress; and

(c) what steps are being taken by Government to improve the production?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) to (c). At the end of the Third Five Year Plan, the capacity of the cement industry reached 12 million tonnes against the target of 15.24 million tonnes. The tardy growth of the industry has been reported due mainly to lack of investor interest in the industry and the limited resources of the main raw material, namely, limestone deposits at favourable and easily accessible locations. With a view to improving the financial soundness of the industry, the following steps have already been taken:—

(1) Development rebate was raised to 35 per cent from 20 per cent.

(2) Tax credit certificates for a five year period at 25 per cent of the excise duty were announced for excess production over the base year 1964-65.

(3) Similar tax credit certificates for a five-year period were announced at 20 per cent of the extra liability to income-tax and surtax over the base year.

(4) (a) With effect from 1st January, 1966, the price and distribution of cement was decontrolled.

(b) With a view to providing for a development element in the price, Government agreed to the industry's raising the selling price of cement by Rs. 16 per tonne, subject to the condition that the industry would pool the net accruals on account of this increase into a separate fund and draw upon it only for expansion purposes.