

RAJYA SABHA

Thursday, the 17th November, 1966/ the
26th Kartika, 1888 (Saka)

The House met at eleven of the clock, MR.
CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS**STEEL DEALS OF H.S.L. ROURKELA**

♦207. SHRI R. S. KHANDEKAR: Will the
Minister of IRON AND STEEL be pleased to
state:

(a) the number of agreements entered into
with M/s. B. Patnaik and Mines, M/s.
Mishrilal Jain and M/s.

Rungta by the Hindustan Steel Ltd., Rourkela
for supply of iron ore and manganese ore
since January, 1966;

(b) the details, the quantity and rates etc.,
of these agreements; and

(c) whether any objections from mines
owners and their associations were received
in this connection?

THE MINISTER OF IRON AND STEEL
(SHRI T. N. SINGH): (a) and (b) A statement
is laid on the Table of the House.

(c) Some representations were received
from Utkal Mining and Industrial
Association, Eastern Zone Mining
Association and other Mines Owners in this
connection.

STATEMENT

Party's Name	Material	Date on which contract was executed	Quantity	Rate per tonne
IRON ORE				
1. M/s. Mishrilal Jain & Sons	Iron Ore	2-3-66	50,000	Rs. 16
2. M/s. B. Patnaik Mines Ltd.	Ditto.	2-3-66	50,000	16
3. M/s. Mishrilal Jain & Sons	Ditto.	12-4-66	50,000	16
4. M/s. B. Patnaik Mines Ltd.	Ditto.	12-4-66	80,000	16
5. M/s. Mishrilal Jain & Sons	Ditto.	8-7-66	7,20,000	16
6. M/s. B. Patnaik Mines Ltd.	Ditto.	8-7-66	7,20,000	16
7. M/s. Rungta	Ditto.	8-7-66	7,20,000	16
MANGANESE ORE				
1. M/s. Mishrilal Jain & Sons	Manganese Ore	2-3-66	10,000	25
2. M/s. Patnaik Mines Ltd.	Ditto.	2-3-66	10,000	25
3. M/s. Mishrilal Jain & Sons	Ditto.	12-4-66	12,000	25
4. M/s. B. Patnaik Mines Ltd.	Ditto.	12-4-66	18,000	25
5. M/s. Mishrilal Jain & Sons	Ditto.	8-7-66	1,44,000	25
6. M/s. Patnaik Mines Ltd.	Ditto.	8-7-66	1,44,000	25
7. M/s. Rungta	Ditto.	8-7-66	1,44,000	25

SHRI R. S. KHANDEKAR: May I know, Sir, whether the hon'ble Minister made any enquiry in the MMTC which he has promised before and what is the finding of that enquiry or consultation?

SHRI T. N. SINGH: I have made enquiries. I went to Calcutta. I called the Managers and others. In the meantime the Public Undertakings Committee have started examining our Ministry on the same question. They have sent a comprehensive questionnaire which has been answered according to whatever facts were available. As a matter of fact, I have asked the advice of the Rajya Sabha Secretariat whether it would be right for me to express my opinion before the report of the Public Undertakings Committee. Therefore, I have withheld my opinion. After consultation with the Secretariat only I can say what my views are.

SHRI R. S. KHANDEKAR: May I know, Sir, whether the hon'ble Minister can give an assurance that in future all the contracts regarding this will be given by tenders and to the MMTC only?

SHRI T. N. SINGH: Usually we have been having supplies from the MMTC and I have asked our Ministry and the MMTC to get together. They are negotiating for going back to the old position.

SHRI R. S. KHANDEKAR: Sir, may I know what is the specific objection of the various representatives of associations and how will that objection be met?

SHRI T. N. SINGH: There are various kinds of objections, but they were only at the time. It appears there were certain meetings at the MMTC level with the HSL people. I would abstain from expressing my comments on those statements at this juncture because of the Public Undertakings Committee enquiry.

SHRI BANKA BEHARY DAS: I do not know why the political face of Mr. Biju Patnaik always attracts our Ministers, not only this Ministry and this Department and other Ministries also. In the Sixtieth Report of the Public Accounts Committee concerning Home Ministry we have seen how the air droppings of blankets and other stuff . . .

MR. CHAIRMAN: Do not bring in the Public Accounts Committee.

SHRI BANKA BEHARY DAS: This is not the only exception that he is making. I am just referring to how the Airlines of which Mr. Biju Patnaik has been the Managing Director has been favoured, neglecting the Indian Air Force completely.

MR. CHAIRMAN: That might be. But please do not discuss the Public Accounts Committee here.

SHRI BANKA BEHARY DAS: I was only referring that everywhere that man is being favoured in spite of the fact that there are others in the field submitting lower tenders.

SHRI T. N. SINGH: I deny the insinuation that there is any particular thing with this particular firm.

श्री विमलकुमार मन्नालाल जी चौरडिया :

क्या श्रीमान् यह बतलायेंगे कि क्या यह बात सही है कि हिन्दुस्तान स्टील लिमिटेड के लिये जितना आवश्यक लोहा, मैंगनीज, इत्यादि सामग्री चाहिये उतनी नहीं होने के कारण उसे बिना टेन्डर मंगाये उनसे सौदा करना पड़ा ? तो मैं उनसे जानना चाहूंगा कि उतना स्टाक नहीं रखने के लिये जितनी कि आवश्यकता थी, इसकी जिम्मेदारी किसी अधिकारी पर डाली गई अथवा नहीं और डाली गई तो किस अधिकारी पर और उसके खिलाफ क्या कार्यवाही की गई ?

श्री टी० एन० सिंह : यह सत्ता है कि स्टाक किन्हीं दिनों बहुत कम हो गया था

जिसके कारण उन्होंने दोनों पार्टीज से सीधे आपस में बातचीत की। जहां तक प्रश्न है क्यों इतना कम स्टाक हुआ और उसमें किसका अपराध है, वह क्षम्य है या नहीं है, उन सब बातों में, जैसा मैंने अभी कहा, हमने जरूरी जांच की है लेकिन मैं सोचता हूं कि जब तक पब्लिक अन्डरटेकिंग्स कमेटी की रिपोर्ट न आ जाय, उसके पहले राय कायम करना अच्छा नहीं होगा।

SHRI LOKANATH MISRA: On a point of order. May I know why the Minister has made the Public Undertakings Committee Report as a pretext not to answer this question. Let him make a statement regarding this and we hope we will be getting a separate statement about the Report of this Committee.

MR. CHAIRMAN: I think he is right.

SHRI LOKANATH MISRA: He is not right, Sir. Since they have got into this agreement with Messrs. Biju Patnaik & Co., has the hon'ble Minister found it possible to negotiate with the people who held the lease of these mines near about the loading station so that at least transport charges could be avoided so that the material could be available at a lesser rate?

SHRI T. N. SINGH: That is a constructive suggestion. As a matter of fact I may inform the House that all these issues are actively under our consideration.

EXPORT OF STEEL

•208. SHRI N. R. M. SWAMY: Will the minister of IRON AND STEEL be pleased to state:

(a) whether the steel export targets of five lakh tons set for the year 1966-67 will be achieved;

(b) if not the reasons therefor;

(c) what is the total steel export in the first six months of this year

and whether the balance will be exported in the remaining year;

(d) what is the total production capacity aimed by the end of Fourth Five Year Plan according to draft outline; and

(e) whether we are able to compete in the world market with the big steel producing countries?

THE MINISTER OF IRON AND STEEL (SHRI T. N. SINGH): (a) Against the export target of 605,000 tonnes including 100,000 tonnes of pig iron, it is expected that export deals to the extent of 520,000 tonnes including 150,000 tonnes of pig iron may be finalised.

(b) Apart from the question of world market conditions there are problems of warehousing, handling and shipping. All these affect export performance.

(c) Approximately 95,000 tonnes of steel have been exported during the first six months of this year. The balance is expected to be exported in the subsequent months.

(d) The draft outline of the Fourth Plan aims at an installed capacity of 14-80 million tonnes of ingot steel (11-70 million tonnes of ingots and 8-8 million tonnes of finished steel) by 1970-71. Actual production is however estimated at 11.70 million tonnes of steel ingots (8-80 million tonnes of finished steel).

(e) Yes, Sir.

SHRI R. S. KHANDEKAR: May I know Sir.

SHRI N. R. M. SWAMY: Sir, I put the question.

MR. CHAIRMAN: I am sorry I did not see you. I will come to you.

SHRI R. S. KHANDEKAR: May I know, Sir, if it is a fact that this export target or the production target of steel is hampered, particularly in Bhilai, because of the dispute

between the State Government and the Bhilai authorities? If it is so, may I know, what the Central Government is going to do because there are reports in the press that the target is not being fulfilled because of the dispute between the State Government and the Bhilai authorities.

SHRI T. N. SINGH: No, Sir, there is nothing like the State Government or any one coming in the way.

SHRI N. R. M. SWAMY: May I know, Sir, if it is true that the world market price of steel is Rs. 404 per tonne whereas our production cost comes to Rs. 705 per tonne? May I know, Sir, why there is much disparity in the world market price and our finished steel price, and what is the malady existing in this production scheme?

SHRI T. N. SINGH: I would not like to say anything about our price and the prices that are prevailing in the world market because this is a matter in which any suggestion that we are trying to subsidise exports is very wrong. We should be able to compete successfully. That is my contention.

SHRI N. R. M. SWAMY: May I know, Sir, whether it is a fact that manpower is being recruited even during the year when we do not add anything to the plant or the capital equipment the result of which is being reflected in the price of steel?

SHRI T. N. SINGH: I could not follow that question.

SHRI N. R. M. SWAMY: The real malady existing in the production programme is over-production, overemployment and the irrational structure as well as excessive inventory. These things contribute to the excessive price as a result of which we are not able to compete in the world market.

SHRI T. N. SINGH: There are many reasons underlying some of those defects. But I would not lay

the whole blame either on a large number of people being employed or any single other cause referred to by the hon'ble Member. All these factors collectively lead to certain results in regard to the cost of production. But I can assure the Hon. that we have been in the past few months doing everything to see that the costs come down, and I hope I shall get all the co-operation of this House in this regard.

SHRI C. D. PANDE: The Minister said that he was quite optimistic that we shall be in a position to compete in the world markets. I hope it will be so but may I know what is the position today? May I know whether we are exporting steel on a subsidised basis or it is meeting its cost of production?

SHRI T. N. SINGH: Nobody can say that in regard to all varieties of steel in any country for that matter, they are on a par with the price elsewhere. We have certain categories in which we are quite competitive and quite successful in competition and where we can quote tenders without any subsidy.

SHRI M. V. BHADRAM: The Minister stated that the steel production at the end of 1970-71 would be 14-8 million tonnes. Is it by expansion of the existing steel plants and, if so, how much would be the increase?

SHRI T. N. SINGH: This has been answered before. It is proposed to expand the three existing plants. Bhilai, Rourkela and Durgapur. We will have production of 1.7 million tonnes in Bokaro in the first stage.

SHRI M. V. BHADRAM: How much?

SHRI T. N. SINGH: We have given already this information but if the hon. Member wants figure, I will say that so far as Bhilai is concerned, it is proposed to expand it from 2.5 to 3.2 million tonnes, Durgapur from

1-6 to 3.4 million tonnes, Rourkela from 1-8 to 2.5 million tonnes, Bokaro 1-7 million tonnes, TISE0 from 20 to 2.2 million tonnes and expansion of IISCO from 10 to 1.3 million tonnes, totalling up to the Fourth Plan objective of 14.3 million tonnes plus 0.5 million tonnes for which we have taken credit from the production in electric furnaces, in the private sector.

SHRI ARJUN ARORA: What are the sections, steel of which is being exported and which are the countries to which it is being exported and which are the plants which contribute to (this export potential)?

SHRI T. N. SINGH: We have been exporting many items including rails, hot rolled coils, also from Rourkela as well as pig iron and structurals.

SHRI ARJUN ARORA: To which countries?

SHRI T. N. SINGH: The countries are the African countries, the Middle-east countries, etc. and to the U.S.A. also and some other countries like Japan, Korea, etc.

SHRI A. P. CHATTERJEE: May I know whether it is a fact that our export of steel is not increasing because we are not producing and trying to export 95 pounds and 105 pounds of rails? Secondly, may I know if it is a fact that though the Bhilai Steel Plant, for example, is capable of producing 95 pounds and 105 pounds of rails actually it is not doing so in order to secure the custom of the Indian Railways which again will not take anything less than 95 pounds and 105 pounds because the Railways want to patronise the Tatas and IISCO?

SHRI T. N. SINGH: I do not accept the latter suggestion that the Railways have got any special preference for Tatas or IISCO. As a matter of fact we have been given good orders from the Railways so far

as Bhilai is concerned. As regards the suggestion that only certain poundage of rails can be exported, I do not think it is so. As a matter of fact whatever is likely to be exported we try to do but so far we have received demand only for these categories and that is what we have tendered for.

SHRI P. K. KUMARAN: I would like to revert (to the steel target for the Fourth Plan. What are the plants which they are going to set up in the Fourth plan and whether any decision has been taken about the Fifth Steel Plant and what quantity is likely to be produced.

SHRI T. N. SINGH: This question relates to exports and not to the various programmes. I believe the information has been given earlier. So far as that particular question is concerned, the House knows that it is all under examination and consideration. Beyond that I do not wish to say anything.

SHRI SANTOKH SINGH: Without entering into the question of Durga-pur, Bhilai or Rourkela, as we are concerned with exports only, because all the plants belong to India, I want to know what is the position regarding the by-products of steel, like coal-tar, benzene, toluene, zylene, naphthalene, anthracene, etc. Until and unless you make it competitive and, more economic, our exports will not increase. May I know the position?

SHRI T. N. SINGH: That is a separate question. I have not got the figures here.

SHRI D. THENGARI: From the Chinese experiment we know it was reported by our own team that these steel production through medium-sized plants is less costly and the steel produced can be used for domestic consumption also. Have we taken note of this?

SHRI T. N. SINGH: That is wrong. I As a matter of fact that the Chinese

experiment shows that the small plants they started were very very unsatisfactory.

SHRI BHUPESH GUPTA: May I know whether it is not a fact that Mr. Tata in his address to the annual meeting of TISCO has demanded that the balance sheet of the company in respect of the foreign loans identifiable with the physical assets should be increased on account of the devaluation and that unless they are allowed to increase the capital assets identifiable as they call it with foreign loans, it would not be possible for them to carry out expansion? This is the demand which they have made formally and I would like to know the attitude of the Government with regard to that? Secondly, I should like to know whether it is a fact that they have also demanded an increase of Rs. 30 per tonne of steel and, if so, what is the policy of the Government in regard to that?

SHRI T. N. SINGH: I am not fully aware of what took place or what Mr. Tata said at a meeting because I have not got the proceedings before me but generally increases in prices have been demanded which we have not conceded up to now.

SHRI BHUPESH GUPTA: Do you not know that?

SHRI T. N. SINGH: No.

श्री रामकुमार भुवालका : क्या माननीय मंत्री जी बतलायेंगे कि अभी एक्सपोर्ट न होने के कारण तीनों कारखानों में स्टॉक पड़ा हुआ है और जिसके कारण फरनेसेज बंद हो गये हैं ?

SHRI T. N. SINGH: There is a certain amount of overstocking of certain products because there is a slowing down of the demand in the market. We have to face such situations in the case of any industry.

SHRI M. GOVINDA REDDY: The Minister explained to us that he will be able to control the production cost

of steel, so as to be able to compete in the world market. May I know if the Committee which was appointed to study the cost of production of steel has submitted its report and, if so, whether the Government have taken action on the recommendations of this Committee.

SHRI T. N. SINGH: I have already laid the Committee's report on the Table of the House. So far as action is concerned, naturally it has to be taken after fully consulting the various parties concerned.

SHRI BANKA BEHARY DAS: Before devaluation we were paying huge subsidies for the export of steel. May I know from the Minister whether after devaluation we are still depending upon subsidy for the export of steel or we can do away with the subsidy?

SHRI T. N. SINGH: I do not want to accept the position that we are merely exporting by the process of subsidies. We are quite competitive in many lines and I am saying that we are trying to do as much as we can. Large subsidies for export are a wrong thing. We are not trying to export by large subsidies. As I have already said, we are trying to market as much as possible and the ordinary arrangements which are necessary in any country for export purposes, the normal facilities, concessions or conveniences, etc., all that we are giving but to say that we are heavily subsidising deliberately for export will be wrong.

SHRI I. K. GUJRAL: I am glad the Minister said that the Government policy is to give ordinary facilities for export. May I ask whether it is also the Government's policy to encourage only manufacturers' export rather than merchant export because it is the merchant export business which builds up the market, not the manufacturers' export?

SHRI T. N. SINGH: While we have not barred the merchants from

performing the function in this regard, I do hold the view that the manufacturers should also enter this market. TISCI have already been doing it and why should not the public sector do it? I see no objection to that.

♦209. [Transferred to the 23rd November, 1966].

*210. [The questioner (Shri A. D. Mani) was absent. For answer, vide col. 1554 infra.]

**EXPORT OF REFRIGERATORS BY
KELVINATOR TO RUSSIA**

*211. SHRI D. THENGARI: t
SHRI V. M. CHORDIA:

Will the Minister of COMMERCE be pleased to sitate:

(a) whether the Kelvinator of India, Ltd., propose to export Refrigerators to U.S.S.R.;

(b) if so, the expected price-rate of these refrigerators in U.S.S.R.; and

(c) their price-rate within India?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) Yes, Sir.

(b) and (c) Government do not have any information about the prices of these refrigerators as the prices vary from model to model both for export and internal sales.

SHRI D. THENGARI: Is it a fact that in Russia the expected price for these refrigerators would be Rs. 800 or so while in India it is more than Rs. 4,000?

SHRI MANUBHAI SHAH: Here the price ranges anywhere between Rs. 1,200 and Rs. 2,000, and the f.o.b., price to be paid by Russia varies between Rs. 600 and Rs. 700 per unit.

SHRI D. THENGARI: Can the Government assure that if the company is allowed to sell at a lower

†The question was actually asked on the floor of the House by Shri D. Thengari.

rate to Russia, the refrigerator will be sold in India also at the same rate?

SHRI MANUBHAI SHAH: No, Sir, they are two different things; one is to export, and the other is to locally sell at a proper profit.

**श्री विमलकुमार मग्नलाल जी
चौरडिया :** क्या श्रीमान् यह बतलायेंगे कि जो हम निर्यात के लिये सामग्री भेज रहे हैं उसका घाटा यहां के कांजुमर द्वारा पूरा किया जाय, एसी कोई स्कीम है ?

श्री मनुभाई शाह : ऐसा होता है, करना भी चाहिये, लेकिन अभी तक हो नहीं सका है। अभी तक जितना देना होता है उतना हम सरकार की तरफ से देते हैं।

श्री राम सहाय : क्या मंत्री महोदय से यह जान सकूंगा कि अभी भारतवर्ष में कितने रेफ्रिजरेटर्स तैयार हो रहे हैं और उनमें से आप कितने एक्सपोर्ट कर रहे हैं? क्या आपको यह भी मालूम है कि विदिशा में एक बेस मेटल इंडस्ट्री है और उसमें एक रेफ्रिजरेटर्स का कारखाना खोला गया है, लेकिन दो साल से वह बंद पड़ा हुआ है और उसमें अभी तक कोई काम नहीं हो सका है ?

श्री मनुभाई शाह : यहां कोई 18 से 20 हजार तक रेफ्रिजरेटर्स बनते हैं और यह जा पहला आर्डर है यह पांच सौ मशीन्स का है जो रूस को भेजनी हैं।

SHRI I. K. GUJRAL: Sir, I hope the hon. Minister is aware of the fact that the refrigerators consumed in this country are taxed on the basis of the item being a luxury. Is it the Government's intention to continue treating refrigerators as a luxury in spite of the fact that there is huge food shortage and wastage in this country, and refrigerators, if made cheaper to purchase, can go a long way to save food in this country?

SHRI MANUBHAI SHAH: The hon. Member would appreciate that the

refrigerators is not the cold storage. What he says rightly applies to the cold storage. Domestic food preservation is quite different and refrigerator is somewhat a luxury, which only the rich can afford. What protects the community is the cold storage. There is no tax on the cold storage but heavy tax on the refrigerators.

SHRI ARJUN ARORA: May I know, Sir, if this facility for export of refrigerators is available to other firms manufacturing refrigerators in the country?

SHRI MANUBHAI SHAH: Yes, it is the national policy that we give subsidisation to the extent of 5 per cent to 20 per cent for different items of engineering goods.

श्री रामकुमार भुवालका : क्या मंत्री जी यह बतायेंगे कि हिन्दुस्तान में रेफ्रिजरेटर के कारखाने जाँ हैं उनमें बहुत सा माल नहीं विक्रता है ?

श्री मनुभाई शाह : ऐसी बात तो नहीं है। कोई चीज ऐसी हो सकती है जिसको हम ज्यादा निर्यात करने की कोशिश करते हैं जैसा कि हमारे क्लीग ने बताया कि स्टील का हम एक्सपोर्ट करने की कोशिश कर रहे हैं क्योंकि उसका अच्छा मार्केट है और दूसरे वह हमारे पास सरप्लस में है।

•212. [The questioner (Shri S. K. Vaishampayan) was absent. For answer, vide col. 1554 infra]

SETTING UP OF INDUSTRIES IN U.P.

•213. SHRI M. P. BHARGAVA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to set up some more industries large, medium and small in Uttar Pradesh in the Fourth Five Year Plan period;

(b) if the reply to part (a) above be in the affirmative, what are the details thereof; and

(c) the amount of aid promised by I he Government of India to set up those industries?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI BIBUDHENDRA MISRA): (a) Yes, Sir.

(b) The large and medium industries proposed in the Fourth Five Year Plan are—

- (1) Heavy Pumps & Compressors Project at Allahabad.
- (2) Heavy Structural Project at Allahabad.
- (3) Foundry Forge for Heavy Electricals at Hardwar.
- (4) Steel Foundry at Naini.
- (5) A Machine Tool Plant.
- (6) Plant for manufacture of Tractors & matching agricultural implements at Ramnagar.

(c) Central assistance to the State for development of industries in the Fourth Plan is still under consideration in consultation with the State Government.

SHRI M. P. BHARGAVA: May I know, Sir, whether the hon. Minister shares the view that as far as the industries in Uttar Pradesh are concerned, they are at least one Plan backward, and if that is a fact, what steps are being taken to see that the backward State of Uttar Pradesh comes in line with other forward States?

SHRI BIBUDHENDRA MISRA: Sir, as I have said just now, a large number of public sector projects are being taken up in Uttar Pradesh in the Fourth Plan.

SHRI M. P. BHARGAVA: May I know, Sir, what the Plan allocation is for developing industries, medium and heavy, in U.P., in the Fourth Plan?

SHRI BIBUDHENDRA MISRA: j Sir, Plan allocations are being discussed with the State Government so far as the State projects are concerned, but these projects, Sir, will be all in the Central sector. In some cases (the project reports are just received, or the project reports are not ready. So, it will be difficult to give the exact estimates.

SHRI ARJUN ARORA: May I know, Sir, if the location of these plants in various parts of UP. has been decided upon and, if so, where will be the location of each of the plants, for example, the machine tool, and the (tractor plants?

(No reply)

SHRI C. D. PANDE: The hon. Minister has given a list of industries proposed to be set up in U.P. wherein he has said that there are three or four plants coming up in Allahabad. May I know, Sir, whether two of these have been held up and only two are proceeding, whether the two held up are likely to be abandoned?

SHRI BIBUDHENDRA MISRA: There is no proposal of abandoning anything.

DR. M. S. S. SIDDHU; May I know from the hon. Minister as to whether decision has been taken about location of a cables factory for which Bareilly in U.P. is also a site which is being considered?

SHRI BIBUDHENDRA MISRA: Sir, no decision has been taken so far as I remember; I cannot speak of every project, but so far as I remember no decision has been taken.

SHRI SANTOKH SINGH; Industrialisation does not consist only in engineering. May I know why no chemical industry has been included in the case of U.P.? Is it not fit for that?

SHRI D. SANJIVAYYA: We are speaking of the public sector undertakings which come under the pur-

view of the Industry Ministry. There are various other Ministries, the Ministry of Iron and Steel, the Ministry of Mines and Metals, the Ministry of Petroleum and Chemicals, etc. and those Ministries will give out the details pertaining to them.

SHRI SITARAM JAIPURIA: The hon. Minister has given a list of the industries - that are proposed to be set up. On the other hand, the plan to locate the tractor factory at Moghalsarai had almost been finalised, and now I understand that it is in the doldrums. Will the hon. Minister be pleased to say whether (the tractor factory is coming up in Moghalsarai and, if so, by what time the work is going to start?

•SHRI D. SANJIVAYYA: My colleague has in his written answer shown against item (6) the "Plant for manufacture of Tractors and matching agricultural implements at Ram-nagar" Ramnagar near Varanasi. It is not Moghalsarai.

SHRI P. K. KUMARAN: May I know, Sir, the basis on which new industries are* started in different States, and also on what basis aid for new industries is guaranteed by the Central Government, whether it is on the basis of development of industries in each State? Also what are the considerations which govern such grant?

SHRI D. SANJIVAYYA: Yes, that is one of the considerations, namely the development of industries in various States, the relative development, and the backward States will be given preference. But in respect of any particular project we have to take into consideration the special circumstances relating to that particular project. For example, in the case of the machine tool project, one unit will be located in U.P. and the U.P. Government will have to suggest the places, and those places will be visited by a team of experts, and then we will have to select the place.

MR. CHAIRMAN: Next question.

**DELAY IN RELIEF OPERATIONS IN
RAILWAY ACCIDENT NEAR AJMER**

•214. PROF. SATYAVRATA SIDDHANTALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the occasion of the Railway accident near Ajmer in June, 1966, relief operations were delayed due to the difference of opinion between some high Railway authorities on the question of responsibility for relief operations, resulting in the death of the more seriously injured; and

(b) if so, what was the nature of the difference?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) No, Sir.

(b) Does not arise.

PROF. SATYAVRATA SIDDHANTALANKAR: I am surprised to hear the answer when I compare it with this extract from the 'Indian Express' dated 23-6-1966. In this paper it says:

"According to the report, while the police and hospital staff started taking the injured to hospitals, the railway authorities put some of the more seriously injured on a relief train. But the relief train could leave only after a deadly delay of three hours, in a crisis which demanded prompt medical aid. Two of the patients died before they reached the hospital."

Now the actual facts are that near Ajmer where this accident occurred—Ladpura, it is called—now when the accident occurred, the railway staff went there, the railway relief train arrived there, and the railway people from Ajmer as well as from Jaipur reached there but then they started quarrelling about whose was the jurisdiction, and in that difference of opinion the train was delayed and two of the people who were bleeding profusely died.

DR. RAM SUBHAG SINGH: We have seen those reports and more particularly the report in the 'Indian Express' he referred to. But he should also have seen the rejoinder. The accident occurred at 7-48 hour. Our medical officer reached there at 8-35 hours and a little later, at 8-50 the ambulance reached there and within another five minutes the medical van from Ajmer reached there. So the correspondent could have noticed all these things. And this question of a quarrel between the Jaipur and Ajmer Divisions is a tissue of lies because all the Ajmer people, they handled all the victims as well as the injured persons and they took the victims and the injured to Ajmer more particularly the injured persons, and by 10-15 all the injured had been cleared. So the relief train which was taken from Ajmer to Ladpura had to return to Ajmer with a view to giving passage to the medical train which was carrying the injured persons. It is a fact that two persons died—they were seriously injured—while being removed to Ajmer. We had to administer oxygen etc. then because that is a moving hospital.

PROF. SATYAVRATA SIDDHANTALANKAR: According to the report in the newspaper it is said that

"Obsessed with this purblind and perverse sense of legal rights and responsibilities, the Ajmer authorities even took the crane away"

because there was difference of opinion as regards the jurisdiction, whether the jurisdiction belonged to Ajmer or to Jaipur. If this report is incorrect—and it is not a news item in the paper but it is the leading article—then it should have been contradicted by the Government.

DR. RAM SUBHAG SINGH: Actually a long rejoinder was issued and therefore I quoted the time and all that just now. It is a fact that Ladpura lies in the Jaipur Division. But it is also a fact that Ajmer officers reached Ladpura much earlier because

it is nearer Ajmer. So whatever has been published, as I characterised earlier is a tissue of lie.

SHRI BHUPESH GUPTA: Everything is a tissue PJ lie. We would like to have a tissue of truth now.

DR. RAM SUBHAG SINGH: I have already given that.

SHRI BHUPESH GUPTA: We have had several Railway Ministers since independence and I cannot name all of them¹. But I should like to know whether the Government has collected figures in order to find out how many accidents took place since the commencement of the Constitution under each of those Railway Ministers, how many were fatal accidents, how many injuries occurred, and whether on the basis of such a compilation of telling facts the Government has come to any conclusion that our hon. friend Shri S. K. Patil has a lot of other things to do such as ousting the Home Minister or putting himself in the Home Ministry or somebody else, and so he has little time for looking after the Railways which requires a lot of time?

MR. CHAIRMAN: This is a suggestion for action. It is no, a question.

SHRI BHUPESH GUPTA: No. I ask whether Shri S. K. Patil has sufficient time, in view of his other preoccupations, such as, well, attempts to oust the Home Minister or Mr. Krishna Menon, putting Mr. Morarji Desai in the Home Ministry, if he cannot get in? These are important jobs, of course, and . . .

SHRI C. D. PANDE. Sir, on a point of order. I would like to know whether it is permissible for the hon. Member in the course of a question to bring in these things.

MR. CHAIRMAN: Mr. Gupta, you should not do it. (*Interruptions*).

SHRI BHUPESH GUPTA: It is not unparliamentary. Sir. It cannot be expunged.

MR. CHAIRMAN- Your reference to the Home Minister is irrelevant.

SHRI BHUPESH GUPTA: It cannot be expunged. I had put the question to the Government, Sir, because Mr. S. K. Patil has not given sufficient time to the demands of his work as Railway Minister but he is indulging in all kinds of other activities and that is why our Railway administration is getting into chaos.

MR. CHAIRMAN: That question you have put. Why repeat?

SHRI BHUPESH GUPTA: I repeat because . . .

SHRI S. K. PATIL: Neither the hon. Member, nor Mr. Krishna Menon nor the Home Minister was in that train, Sir.

SHRI CHANDRA SHEKHAR: May I know from the hon. Minister whether it is not a fact that certain people who are out in the country for sabotage and disruption want to take advantage of their parliamentary privileges and they are not dealt with severely and that is why these railway accidents are happening and these people are indulging in all sorts of propaganda?

SHRI S. K. PATIL: That is very much so and we are dealing with it separately.

STATEMENT OF THE CHAIRMAN, ICMF ON CLOSURE OF MILLS

*215. SHRI BABUBHAI M. CHINAI:
SHRI CHITTA BASU:f SHRJ
LOKANATH MISRA: SHRI D. L.
SEN GUPTA:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government's attention has been drawn to the statement

†The question was actually asked on the floor of the House by Shri Chitta Basu.

made by the Chairman of the Indian Cotton Mills' Federation which appeared in the 'Financial Express' dated 15th September, 1966 to the effect that there was a possibility of closure of ~100 or more textile mills in the near future; and

(t, if SL., what is the reaction of Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI M. SHAFI QURESHI): (a) There is no question of more than 100 textile mills closing down. It is an exaggerated statement. Between 20 and 25 old mills or units which are old and financially weak have been regaining closed.

(b) A statement is laid on the Table of the House.

STATEMENT

The following steps have recently been taken by Government to help the textile industry: —

- (i) The basic excise duty in respect of grey stage of controlled varieties of cloth of coarse and medium categories has been abolished with effect from the 1st October, 1966.
- (ii) A loan of Rs. 5 crores has been sanctioned to the Indian Cotton Mills' Federation to meet its outstanding obligation;
- (iii) Mills which reported shortage of raw cotton have been assisted by making stocks available to them from those mills which were temporarily better off.

The following measures are also taken from time to time in respect of mills which close down, or threaten closures:

- (i) Investigation Committees are appointed, wherever neces-

sary, by the Government under Section 15 of the Industries (Development & Regulation) Act, 1951, and Authorised Controllers are appointed under Section 18-A of the said Act;

- (ii) Mills are assisted in deserving cases by giving direct loans from Central and State Governments or from commercial banks against guarantees furnished by the State Governments or by the Central Government and State Governments on 50:50 basis.
- (iii) Wherever possible, licences for new mills are granted, on application, to suitable parties recommended by the State Governments concerned, at places where old mills are scrapped.

SHRI CHITTA BASU: Sir, in this Statement it has been stated that certain concessions have been already given to the I.C.M.F. or the textile mill-owners and magnates. I want to know whether before giving them these concessions, the Government had been assured by the I.C.M.F. that there would be no further closure of the mills?

SHRI M. SHAFI QURESHI: The question is whether everything has been taken into consideration when giving this assistance. All the financial assistance and other measures which we have now adopted for helping the textile industry have been taken after paying due consideration to the fact that further unnecessary closures do not take place.

SHRI CHITTA BASU: Sir, the question is whether the Government has been fully assured that there will be no further closures of mills when they granted these concessions to these mills? That part of the question has not been answered.

SHRI MANUBHAI SHAH: There are two parts of the questions, Sir. Assistance is given to the industry and various steps are taken from time to time to strengthen the textile industry. As far as the closures are concerned, they relate only to those units which have dilapidated machinery—60 years old or so. In all there are only some 30 or 40 mills over the years, not every year. These steps have been taken to help and strengthen the industry.

SHRI CHITTA BASU: May I know whether it is a fact that this crisis in the textile industry has been created by the consistent and fraudulent practices by the textile mill magnates who have sought to acquire control of other big businesses at the cost of the development of the textile industry which has already earned colossal profits? If that is so, may I know whether the Government propose to institute an enquiry into this matter?

SHRI MANUBHAI SHAH: So many insinuations are contained in the question that I can hardly answer it.

SHRI ARJUN ARORA: May I know if the Government's attention has been drawn to the fact that half a dozen textile mills of Kanpur have threatened closure due to shortage of cotton, and if so, what steps is the Government taking to make cotton available to the Kanpur mills at a reasonable cost so that employment is not endangered?

SHRI MANUBHAI SHAH: I am making a comprehensive statement in response to a Calling Attention Notice. Though this does not arise from the main question, I may say that due to the failure of the monsoon the cotton crop this year is coming out almost one month later than is the case normally. In addition to that the consumption of cotton is increasing very fast because of the new textile mills and spinning mills in the private and cooperative sectors. Consequently the carry-over of cotton has been depleted. The Government has taken series of steps. Firstly, they have

requisitioned from those mills which have got more cotton than they want, for being supplied to the deficient mills, for supplying them with cotton. Three mills have closed down in Bombay, one in Ahmedabad and one in Madhya Pradesh, due to shortage of cotton. Out of them two mills are reopening today after 24 hours because the delivery of cotton is being made today. One mill has closed down not on account of want of cotton but due to the reason that it is financially weak. They are not in a position to find the finance. We are trying to assist that mill in the city of Bombay through the Government of Maharashtra. I can assure the hon. Member that all these series of steps, including the control of movement of cotton in Rajasthan and Punjab and also in other parts of the cotton-growing areas, are being taken and they will meet the needs of the situation even though the cotton position is extremely difficult.

SHRI BHUPESH GUPTA: I should like to know whether the hon. Minister is aware that two cotton textile mills in Bangalore—one is called Krishna and the other Minerva—have closed down with the result that 7,000 people are unemployed and that there was a proposal to have the mills reopened and the suggestion was that the Government should advance the money so that they could be reopened. I should like to know why the Central Government either under the Industries (Regulation and Development) Act or otherwise is not assisting the State Government adequately so that these two mills may be made to run again and that people are not retrenched or rendered jobless.

SHRI MANUBHAI SHAH: These two Mysore mills have been the subject of correspondence between me and the hon. Member and I have clarified to him that they have already restarted. The necessary finances have been provided by the Mysore State Government and we hope that working of the two mills will be resumed fully in a few weeks.

श्री रामकुमार भुवालका : क्या मंत्री जी बतायेंगे कि जब पहले स्टाक था कि रुई के अभाव में मिले बन्द होने वाली हैं तो स्टाक क्यों नहीं रखा गया, वह रखा जाना चाहिये था। और मैं पूछना चाहता हूँ कि कितनी मिलें अभी तक बन्द हुई हैं और कितनी बन्द होने वाली हैं।

श्री मनुभाई शाह : मैंने बता दिया। पहली बात तो यह है कि पिछले साल बारिश नहीं हुई इसमें इसमें बड़ा घाटा हुआ, जैसे कि एग्ज़िक्यूटिव कमिडिटीज में घाटा हुआ है वैसे ही इसमें हुआ क्योंकि मानसून नहीं आई था डिफेड हो गई।

SHRI SITARAM JAIPURIA: On the one hand it is a well-known fact that the ceiling price that has been fixed is very low and no cotton is available for less than Rs. 200 to Rs. 300 per candy above the ceiling price; on the other hand it is a crime to purchase cotton for more than the ceiling price. Under these circumstances when the total crop of cotton is so poor, how does the hon. Minister assure that it will be possible to keep the textile industry running throughout the year? Is he proposing to import more cotton or is he going to stagger the closure of the mills? What is the method that he proposes to adopt so that the available stocks might be used throughout the year?

SHRI MANUBHAI SHAH: It is true that it is difficult to get cotton at the ceiling price that has been fixed. It is due to the extreme shortage of cotton just like shortage of raw jute and other agricultural crops. As for the steps, we had 19-6 lakh bales of carry forward at the end of the year and we expect a new crop of 58 lakh bales in the coming year. That will no doubt make the carry forward less at the end of next cotton year. The foreign exchange situation of the country is such that I cannot promise liberal imports but we are taking steps this year that some more imported cotton is obtained as early as possible. So

any question of rationing of cotton or shortage of cotton would arise not so much in the beginning of the season, as he himself knows, as perhaps next year by May or June or July, 1967 by which time, whatever necessary steps have to be taken will have been taken.

DEFECTS IN THE PERFORMANCE OF DURGAPUR STEEL PLANT

♦216. SHRI P. K. KUMARAN: f SHRI M. V. BHADRAM;

Will the Minister of IRON AND STEEL be pleased to state:

(a) whether certain defects have been found out in the working of the Durgapur Steel Plant;

(b) if so, what is the nature of defects found out; and

(c) what steps have been taken to rectify the defects?

THE MINISTER OF IRON AND STEEL (SHRI T. N. SINGH): (a) Yes, Sir.

(b) The defects have been mainly in the Wheel and Axle Plant and the Coke Ovens where the production has been below rated capacity.

(c) Government have appointed a one-man Committee to conduct an expert review and to recommend steps to secure rapidly full and efficient performance.

SHRI P. K. KUMARAN: May I know whether the Government have received any memorandum regarding the defects and the working of the Durgapur Steel Workers' Union and if so what are the points brought to the notice of the Government in that memorandum?

SHRI T. N. SINGH: I cannot say off-hand. I have been receiving

f The question was actually asked on the floor of the House by Shri P. K. Kumaran.

various kinds of letters from individuals as well as labour leaders and others and I do not know which particular one is referred to by the hon. Member. Probably this one to which he has made reference must be with the H.S.L. Directorate themselves.

SHRI BHUPESH GUPTA: Is it not a fact that there is great estrangement between the management, especially the Managing Director, Mr. Chatterjee or Mr. Mukherjee, and the workers and their Union and as a result of this no effort is being made to improve things because the workers' co-operation is not only not sought but the workers are antagonised all the time, persecuted and harassed and is it not a fact that this among other things has also been brought to the notice of the Government not only by labour leaders and labour unions but also by Members of Parliament who visited this place, Members belonging to different parties—I do not know about Atulya Babu's party but other parties—and may I know what steps the Government is taking in the matter? Do I understand that when several Members of Parliament make representations to the Government even on such matters they go unheeded?

SHRI T. N. SINGH: I would not like to get myself involved in the various under-currents and cross-currents, and the various kinds of animosities that may be going on between one group of labour and another. What I want to bring to the notice of the House is that there occurred a *bundh* in February and before that the coke oven plants were producing almost to the normal capacity, their rated capacity. After this there was another *bundh* in April and so far as the coke oven plants are concerned their production started deteriorating thereafter. I am merely trying to narrate chronologically what has been happening. As to who was responsible, that is a matter which certainly will be found out by the Enquiry Committee. And I can say that even without this Committee we had earlier appointed another expert, Mr. Sinha

Roy, an expert on coke ovens and he has already suggested certain remedial measures for the interim period.

SHRI LOKANATH MISRA: May I know if it has been brought to the notice of the Minister that some of the non-technical persons have been promoted to the position of foremen in charge of these coke ovens, and may be these defects are the result of non-technical persons being in charge of the coke oven plants? Would he kindly request the Enquiry Committee if there is any going into it to look into this particular aspect as to whether there are any non-technical persons who are put in charge of these coke oven plants and in other technical positions?

SHRI T. N. SINGH: I do not accept that insinuation.

SHRI LOKANATH MISRA: It is not an insinuation.

SHRI T. N. SINGH: As a matter of fact I am sure the Committee of Enquiry will look into any such complaints which may be brought to its notice.

SHRI M. V. BHADRAM: The hon. Minister stated that a one-man Committee has been appointed to look into this. When was this Committee appointed and when is the Report expected to come out? Secondly, what is the effect of the defects on the production of the steel plant as a whole?

SHRI T. N. SINGH: Sir, the Committee was appointed by a Gazette Notification dated the 12th September 1966 and the Committee has been asked to report by the 15th December 1966. So far as that part of the question is concerned, that is the answer. In regard to the effect of the defects, it is very difficult to say because many aspects are involved.

SHRI BHUPESH GUPTA: Since we are directly involved in remedying matters I may mention to the hon.

House and to the hon. Minister that Mr. Tridib Choudhuri, Mr. Niren Ghosh, Mr. D. L. Sen Gupta, myself and the local M.L.A. went and visited that place—and later on Mr. A. K. Gopalan also—and saw many things. I do not know what is right and what is wrong; I am not going into that because I also do not want to get involved in it. We drew up a memorandum and placed it before the Prime Minister, before the Minister concerned and also other Ministers and wanted them to look into that. But all that we have received so far is an acknowledgement of the letter and an assurance that it will be done but as far as our information goes nothing effective has been done. Among other things we suggested, in order to improve the industrial climate there, the Government should recognise that union which is representative on the basis of a secret ballot. Now what they have done is they have recognised a union which is not a union of the workers; it is just Atulya Babu's pocket thing. Let there be a secret ballot and whichever union gets a majority of the votes should be recognised. Why is not the Government taking even this step? We had also pointed out in that memorandum that the management was supplying trucks and other materials to the police to attack the homes of the trade union workers. We visited the place and gave the number of the jeep which has been used by the police. We should like to know where we stand.

SHRI T. N. SINGH: I do not think that this question should be taken advantage of to put in the rival claims of the various unions. After all, recognition of a union has to be settled under the labour laws and the State Government authorities do it and I am sure they are doing it. They have got the course open to represent the matter to the State Government concerned. As a matter of fact, since a long harangue has been indulged in by the hon. Member, I would like to point out that some of the things that happened there during the last strike were very unhappy. I have had dis-

cussions with various Members and I have pointed out these things to them I would suggest, let us not try to rake up old things.

SHRI N. SRI RAMA REDDY: I am not in a position to understand this thing. When they have all experts in the factory—there must be many of them in the factory—wherefor the question has arisen of appointing another Committee to find out the defects in the whole scheme of work? Are there not people to pinpoint the defects and rectify them then and there? There is a host of experts in the factory.

SHRI T. N. SINGH: The terms of reference of this Committee are not merely to point out certain specific action. The Government feels that an independent expert review of these problems, on specific as well as integrated basis, would be helpful in order to enable remedial action to be taken for removing the defects and improving performance. So, the Committee has to go into the various integrated aspects and not merely particular defects. The remedial measures may also refer to administrative and other reforms. So, all that is being looked into I am sure the Committee of one of our most experienced engineers who was himself the Chairman of HSLI for a number of years, will give us very good advice and recommendations.

STUDY GROUP RECOMMENDATION ON COAL EXPORT

◆217. SHRI SITARAM JAIPURIA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the study group on coal exports has at its meeting held on the 28th September, 1966, recommended that no sales-tax (Central or State) should be charged at any stage and under any circumstances on coal, which is ultimately exported by sea to foreign countries;

(b) whether it is also a fact that the Group suggested that export of coal by land to Pakistan (when resumed) and to Nepal should be left to private parties; and

(c) if so, the reaction of the Government in the matter?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) and (b) Yes, Sir.

(c) These recommendations along with others made by the Study Group are being examined by Government.

As regards exports of coal by land exports are allowed by private parties as well as public undertakings on merits or subject to ceiling or other specified conditions. With effect from 4-10-66, exports by sea of non-coking coal, other than Selected grades W and 'B', have been excluded from the scope of order canalising export of all coal by sea through the Mineral and Metal Trading Corporation of India Ltd. and licences for export are issued to private exporters also.

SHRI SITARAM JAIPURIA: it is a recognised fact that generally no sales tax; is charged by the State Governments on commodities which are exported. May j know why in this matter of coal sales tax is being charged and why was it not waived earlier, and now that the Report is under consideration, may I know from the hon. Minister when does he hope to accept this recommendation?

SHRI MANUBHAI SHAH: The question is purely a constitutional one. Under article 286 of the Constitution all exports have to be exempted from every kind of sales tax, but the mechanism by which the State Governments are charging sales tax is such that the charge is made on internal sales and, therefore, this calls for expert handling. Therefore, we are trying to persuade the States to see that the sales tax rules are so

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devised, modified or amended that the provisions of article 286 of the Constitution are clearly borne in mind and implemented.

SHRI SITARAM JAIPURIA: Are we to understand that the State Governments are not co-operating with the Central Government in the matter of exports, but are trying to take shelter behind legal flaws?

SHRI MANUBHAI SHAH: That is not exactly the point. They are trying to co-operate, but it is very difficult to distinguish between a sale made at the last point and that made at an intermediate point. Therefore, the problem is very complex, legally and technically. In spirit we all agree to promote exports and give such facilities, but in a Federal Constitution such as ours and with all the complexities of the sales tax laws it has not been, so far, found possible for them to exempt it at the last point.

SHRI SITARAM JAIPURIA: Which are the countries where our non-coking coal has been exported recently and whether there have been any pending contracts and, if so, which are the countries?

SHRI MANUBHAI SHAH: Non-coking coal is going to Burma. A lot was going to Pakistan, but it has been halted after the recent Indo-Pakistan conflict. Some quantity has gone to Ceylon and new markets in Africa are being explored.

*218. [The questioner (Sarda, Ram Singh) was absent. For answer, vide 'col. 1555 infra.]

*219. [The questioner (Shri S. Supakar) was absent. For answer, vide col. 1555 infra.]

*220. [The questioner (Shri Raj-narain) was absent. For answer, vide col. 1556 infra.]

*221. [The questioner (Shri Y. A. Reddy) was absent. For answer, vide col. 1557 infra.]

*222. [The questioner (Shri Surjit Singh Atwal) was absent. For answer, vide col. 1558 infra.]

अधिक रेल भाड़े का लिया जाना

*223. श्री रामकुमार भुवालका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि फतेहपुर और चुरु रेलवे स्टेशनों के बीच का फासला 27 मील है जबकि भाड़ा 54 मील का लिया जाता है ;

(ख) यदि हा, तो अधिक भाड़ा लेने के क्या कारण हैं ; और

(ग) ऐसे और कौन कौन से स्थान हैं जहां इस प्रकार अधिक रेल भाड़ा लिया जाता है ?

t [CHARGE OF HIGHER RAILWAY FARE

*223. SHRI R. K. BHUWALKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the distance between Fatehpur and Churu Railway stations' is 27 miles, whereas the fare charged is for 54 miles;

(b) if so, what are the reasons for charging higher fare; and

(c) what are the names of the other areas where such higher Railway fare is charged?]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BHAM NATH): (a) and (b) Yes, Sir. The decision to levy fares on

t] English translation.

the actual distance inflated by 100 per cent, was taken at the time of construction of the line because it was found that the line would not be financially justified without such inflation. In fact, the line is giving a poor return even with the inflation.

(c) A statement showing the sections on which higher fare is charged is placed on the Table of the Sabha.

STATEMENT

Section where Higher Fair is charged

I. Hill and semi-hill sections —

Kalka-Simla (NR)	3 times
Kangra Valley (NR)	1½ times
Matheran Hill (CR)	3 times
Ambala-Kalka (NR)	1½ times
Nilgiri Section (SR)	2½ times from mettupalayam to Wellington plus 2 times from Wellington to ootacamund.

II. New constructions—

Fatehpur-Churu (WR)	2 times
Khandwa-Hingoli (CR)	1½ times
Udaipur-Himmatnagar (WR)	1½ times

†[रेल मंत्रालय में उपमंत्री (श्री शाम नाथ) :

(क) और (ख) जी हाँ। वास्तविक दूरी को 100 प्रतिशत बढ़ाकर किराया लेने का निर्णय लाइन के निर्माण के समय किया गया था क्योंकि ऐसा पता चला था कि इस तरह दूरी बढ़ाकर किराया लिये बिना वित्तीय दृष्टि से इस लाइन के निर्माण का औचित्य नहीं होगा। सच बात तो यह है कि दूरी बढ़ाकर किराया लेने पर भी इस लाइन से बहुत कम प्रतिफल मिल रहा है।

(ग) एक बयान सभा पटल पर रख दिया गया है जिसमें उन खण्डों के नाम दिये गये हैं जहाँ अधिक किराया लिया जाता है ‡

•{-[J Hindi translation.

विवरण

वे खण्ड जहाँ अधिक किराया लिया जाता है ।

I. पहाड़ी और अर्द्ध पहाड़ी खण्ड—

कालका-शिमला (उत्तर रेलवे)	.	.	.	3 गुना
कांगड़ा घाटी (उत्तर रेलवे)	.	.	.	1½ गुना
माथेरान पहाड़ी (मध्य रेलवे)	.	.	.	3 गुना
अम्बाला-कालका (उत्तर रेलवे)	.	.	.	1½ गुना
नीलगिरी खण्ड (दक्षिण रेलवे)	.	.	.	मेट्रोपालयम से वेल्लिंगटन तक 2½ गुना और वेल्लिंगटन से उदकमंड तक 2 गुना ।

II. नयी लाइनें—

फतेहपुर-चुरू (पश्चिम रेलवे)	.	.	.	2 गुना
खण्डवा-हिंगोली (मध्य रेलवे)	.	.	.	1½ गुना
उदयपुर-हिम्मतनगर (पश्चिम रेलवे)	.	.	.	1½ गुना

श्री रामकुमार भुवालका : क्या मंत्री महोदय बतायेंगे कि यह दो फतेहपुर चुरू का भाड़ा दुगुना, खण्डवा हिंगोली का 1½ गुना और उदयपुर हिम्मतनगर का डेढ़ गुना बढ़ाया गया है, उस पर जो वहाँ पर एजीटेशन हुआ, उसके बारे में क्या मंत्री जी ने कुछ कहा है कि भाड़ा हम कुछ कमती करेंगे? क्या यह सच बात है?

श्री शाम नाथ : किराया या भाड़ा बढ़ाने की बात इस पर डिपेन्ड करती है कि कन्सट्रक्शन कास्ट क्या है आपरेशनल कास्ट कितनी है, उसके बेसिस पर भाड़ा तय होता है ।

श्री अटल बिहारी वाजपेयी : अभी उस दिन रेलवे मंत्री महोदय ने कलकत्ता में कहा था कि भारत की रेलें बड़ा मुनाफा कमा रही हैं और वह मुनाफा जैनरल रेवेन्यू में शामिल किया जा रहा है । मैं जानना चाहता हूँ, क्या मुनाफा जोड़ते समय हर एक लाइन का, हर एक टुकड़े का, अलग अलग मुनाफा जोड़ा जायेगा? अगर एक टुकड़ा मुनाफा देता है तो एक घाटा दे सकता है । जो घाटा देते हैं

उन पर ज्यादा किराया लेना और फिर दावा करना कि मुनाफा हो रहा है, मंत्री महोदय दोनों की संगति कैसे बैठाते हैं?

श्री शाम नाथ : यह सही है कि रेलवे का जो मुनाफा होता है वह सब एक जगह जमा होता है और उसमें से सबके लिये खर्चा होता है लेकिन बाज लाइन्स ऐसी हैं, जैसे हिल सेक्शन्स या डिफिकल्ट टेरेन के सेक्शन्स जिनकी आपरेशनल कास्ट ज्यादा होती है इसलिये उन जगहों का भाड़ा कुछ इन्फ्लेट कर दिया जाता है ।

SHRI ATAL BIHARI VAJPAYEE: I should like to know whether the Railways are a utility service or a business concern. Is it your idea to run the Railway to make a profit?

श्री एस० के० पाटिल : प्राफिट तो करती है, तभी तो 130 करोड़ रुपया सालाना गवर्नमेंट को देना होता है ।

श्री अटल बिहारी वाजपेयी : सभापति जी, अगर वे प्राफिट कर रही हैं तो जहाँ घाटा हो रहा है वहाँ ज्यादा किराया और जहाँ मुनाफा हो रहा है वहाँ कम किराया करने के ऊपर रेलवे मंत्रालय क्या विचार करेगा?

श्री एस० के० पाटिल: ऐसी जगह जो इन्फ्रैसेसिबल एरियाज होती हैं, जहां रेलवेज आज नहीं एक जमाने से चली आ रही हैं, थोड़ा ज्यादा किराया होता है। लेकिन अगर कहीं ऐसी लाइन होगी जहां हम मानते हैं घाटा नहीं है, तो उसके बारे में हम विचार करेंगे।

SHRI SITARAM JAIPURIA: Is this the only line where the rates charged are higher? In similar circumstances, in other States or other areas, the rates charged are lower than what is charged on this line. In case it is proved and substantiated to the hon. Minister that special treatment is being given to other areas, but denied to this area, will the hon. Minister be pleased to reconsider his decision on this matter?

SHRI S. K. PATIL: There is no discrimination whatsoever in coming to any conclusion, in fact, I would like to take the House into confidence and say that there is so much of pressure on us and the Ministry from Members in both Houses and very naturally because they are concerned about it. Therefore, as soon as I see a little possibility of making it, not fully remunerative, but as near to it as possible, we shall change it. Therefore, this is constantly under examination and if I find that it could be done, surely it will be done.

श्री रामकुमार भुवालका : क्या मंत्री जी बतायेंगे कि राजस्थान की प्रथा गावों में जो है वह किस माफिक है? मंत्री जी जरूर जानते होंगे और मेरा खयाल है मंत्री जी इसको अगर कमती कर देंगे तो वहां के लोग खुश होंगे।

श्री एस० के० पाटिल : सब लोग खुश होंगे। किराया घटाने से तो मैं मानता हूँ सारे भारतवर्ष के लोग खुश होंगे।

श्री सुन्दर सिंह भंडारी : मैं मंत्री जी से जानना चाहूंगा कि जब फतेहपुर चूरू लाइन

का किराया तय करने का सवाल खड़ा हुआ था तो क्या राजस्थान सरकार से इस संबंध में कोई बात हुई और क्या निश्चित अवधि के बारे में राजस्थान सरकार से उन्होंने तय किया है कि कितने साल तक यह किराया दुगुना या ज्यादा रखा जायेगा, और जो अभी तक तर्क पेश किये गये हैं वह किस लिये किये गये हैं? राजस्थान सरकार से एक बार आप वचन ले चुके हैं ज्यादा किराया रखने का और इसका परिणाम वहां की जनता को भुगतना पड़ रहा है।

श्री एस० के० पाटिल : मैं नहीं मानता हूँ कि राज्य सरकार का किराये के बारे में संबंध है।

MR. CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

COFFEE DEVELOPMENT FUND

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

(a) whether it is a fact that the Chairman of the Coffee Board, Shri A. S. E. Iyer, has suggested to the Government the setting up of a Coffee Development Fund by increasing the coffee cess by one paisa; and

(b) if so, what is the nature of the Coffee Development Fund which is going to be set up according to the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI M. SHAFI QURESHI): (a) No, Sir.

(b) Does not arise.

DINING CAR SERVICE BETWEEN MANMAD AND KACHIGUDA

*212. SHRI S. K. VAISHAMPAYEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal to introduce Dining Car Service on the ex-

press train running between Manmad and Kachiguda via Aurangabad and Nanded is under Government's consideration; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) No, Sir.

(b) Adequate catering facilities through static establishments have been provided on this section.

UTILISATION OF STEEL QUOTAS

*218. SARDAR RAM SINGH: Will the Minister of IRON AND STEEL be pleased to state:

(a) whether the Iron and Steel Controller carries out any periodic survey to find out whether the steel quotas given to the industrialists are being used properly;

(b) if so, when the last survey was conducted; and

(c) in how many cases the industrialists were found to be not using the quotas properly?

THE MINISTER OF IRON AND STEEL (SHRI T. N. SINGH): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

IMPORTS OF GRAPHITE

*219. SHRI S. SUPAKAR: Will the Minister of MINES AND METALS be pleased to state:

(a) the total quantity of graphite imported last year and the value thereof; and

(b) the total quantity of graphite mined in India in the corresponding years? if *4

THE MINISTER OF MINES AND METALS (SHRI S. K. DEY): (a) 13,574 tonnes of graphite valued at

Rs. 27,31,000 was imported during the period April 1965 to March 1966. The figures for the calendar year are not available.

(b) 17,127 tonnes of graphite was mined in India during January 1965 to December 1965.

सस्ते ट्रांजिस्टरों का निर्माण

220. श्री राजनारयण : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय लघु उद्योग मंडल तथा भारत सरकार के बीच सस्ते ट्रांजिस्टर सेटों के निर्माण के संबंध में जो बातचीत चल रही थी, वह विफल हो गई है ; और

(ख) यदि हां, तो इस बातचीत के विफल होने के बाद सरकार जनता को सस्ते ट्रांजिस्टर सेट उपलब्ध कराने के लिये क्या योजना बना रही है ?

t [MANUFACTURE OF CHEAP TRANSISTORS

*220. SHRI RAJNARAIN: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the negotiations regarding the manufacture of cheap transistor sets between the Indian Small Scale Industries Board and the Government of India have failed; and

(b) if so, what scheme Government are formulating for making cheap transistor sets available to the people after the failure of these negotiations?]

उद्योग मंत्री (श्री डी० संजीवैया) :
(क) और (ख) जी, नहीं। लघु उद्योग

संघ के साथ अभी बातचीत चल रही है। इस संघ ने हाल ही में भारतीय मानक संस्था के विशिष्ट विवरण वाला एक माडल तैयार करना मंजूर कर लिया है। इस माडल के स्वीकृत किये जाने पर ही अंतिम निर्णय किया जा सकेगा।

[THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) and (b) No, Sir. Negotiations are still continuing with the Federation of Association of Small Industries. This Association have recently agreed to produce shortly a model meeting I.S.I. specifications. A final decision will be taken soon after this model is approved.]

EXPANSION OF TIRUPATI RAILWAY STATION

*221. SHRI Y. A. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the average number of passengers who arrived at Tirupati Railway station daily from the 1st January, 1966 to the 31st August, 1966; and

(b) whether any proposal to expand the Railway station at Tirupati is under Government's consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The average number of passengers who arrived daily at Tirupati East station during the months of January to August, 1966 is 3,000.

(b) No, Sir.

+ [] English translation.

PRODUCTION AT H.M.T. FACTORY, PINJORE

*222. SHRI SURJIT SINGH ATWAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that there are no proper arrangements for production at the H.M.T. unit located at Pinjore; and

(b) if so, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) No, Sir.

(b) Does not arise.

*224. [Withdrawn.]

RAILWAY LINE JOINING PARADEEP PORT WITH MINING AREAS OF ORISSA

*225. SHRI BANKA BEHARY DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal of having a Railway line joining Paradeep Port in Orissa with the mining areas of Cuttack and Kunjhar districts of Orissa, for transportation of iron ore has been included in the Fourth Five Year Plan;

(b) if so, what is the estimate of this project; and

(c) whether both the Transport Ministry and Planning Commission had expressed their opinion in favour of inclusion of this Railway project in the Fourth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) to (c) An Express highway for transport of iron