

Sabha on the 10th March, 1966 and state :

(a) whether the report of the departmental enquiry committee appointed to enquire into the collapse of the second floor of Gudur station on the Southern Railway has since been received; and

(b) if so, what are the details there of?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir.

(b) The enquiry committee has held the inadequate and eccentric bearing provided for the concrete beams mainly responsible for the accident. The report is under the consideration of the Railway Administration.

SHRI T. V. ANANDAN : Sir, in view of the known fact that these building contractors in the Railways do not spend more than 60 per cent, of the contracted amount on the work, is there any proposal with the Ministry to take such works departmentally in order to economise the expenditure ?

DR. RAM SUBHAG SINGH : That is a suggestion which will be taken due note of.

♦24. [The questioner (Shri Ram Sahai) was absent. For answer, vide cols. 191-92 infra.]

#### CONFISCATION OF GOODS DURING INDO-PAK CONFLICT

♦25 SHRI BABUBHAI M. CHINAI: Will the Minister of COMMERCE be pleased to state :

(a) the value of goods confiscated by Pakistan during the last Indo-Pakistani conflict in respect of which insurance companies have accepted the liability;

(b) the estimated value of goods which were insured with foreign companies, for which the premium was also paid in foreign currency; and

Starred Questions Nos. 25 and 37 were put together. For supplementaries, vide cols. 163-65 infra.

(c) the estimated value of goods which were insured with Indian Companies ?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH) : (a) Since negotiations have been in progress for release of cargoes detained by India and Pakistan after the Tashkent Declaration, insurance companies have generally taken the view that they cannot be called upon to settle claims as the goods involved cannot be taken to be irretrievably lost. Some Indian parties have contacted the Insurance companies concerned for settlement of claims. The matter is still under negotiations.

(b) and (c) The information sought is not available, and is being collected from parties. The very rough estimates are that—about Rs. 10 crores of cargo is involved of which Rs. 7.5 crores worth of cargo is insured. Of this about Rs. 2.5 crores is with foreign insurers and about Rs. 5 crores with Indian Insurers. The Indian Insurance companies seem to have reinsured about Rs. 3.75 crores with London Market.

#### RELEASE OF CARGO DETAINED BY INDIAN DURING THE INDO-PAK CONFLICT

\*37. SHRI RAM SINGH: Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government have taken a decision unilaterally to release the third party cargo detained in India during the Indo-Pak conflict; and

(b) if so, how much of the cargo has since been released ?

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

(b) Orders for the release of about 22,000 bales of jute, 200 bales of leather, and various other small consignments comprising machinery, tools, nuts, bolts, medicines and insecticides etc. have been issued.

SHRI BABUBHAI M. CHINAI : May I know what are the important goods and specially raw materials which have been confiscated by Pakistan and what further steps the Government intend taking, because these negotiations have been going on for a long time, to release these goods ?

SHRI MANUBHAI SHAH : Well, Sir, the main items are industrial raw materials of which there is a long list. They are organic intermediates, non-ferrous metals, parts of machinery, generating sets, some instrument and tools. It is a long list of about 800 odd items of foreign origin and the procedure under the international law and practice is that the foreign parties are contacting both the Governments for cargoes and to the extent a common agreement is entered into or arrived at and where the cargo is irretrievably lost, the insurance companies will sit with their valuers to find out the correct valuation and the extent we get clearance from the foreign insurance companies we either release the cargo or release the foreign exchange.

SHRI BABUBHAI M. CHINAI : May I know whether fresh licences are being issued to the parties whose raw material has been confiscated and especially those parties which are involved in rupee payments and, if so, up to what extent these licences are issued and if not, why they are not issued, because the production in the country is suffering for want of raw materials confiscated for no fault of theirs and where no foreign exchange is involved ?

SHRI MANUBHAI SHAH : We have full sympathy in regard to this matter but it being a question of counter-claims by a country which is not still fulfilled (the Declaration fully we are not quite ready because a lot of foreign exchange is involved. We issue licences—whether it is rupee payment area or free foreign exchange—to the extent of the impounded cargo if a factor- or a unit is suffering in production. We cannot discriminate between the two parties first because somebody says that his production is suffering and the other party does not press that point. There-

fore we have to closely examine whether the cause given as loss of production is right or not.

SHRI BABUBHAI M. CHINAI. The hon. Minister has made this statement that they are prepared to issue licences immediately if it is proved that the raw material has been confiscated and the factory is not working or the production has stopped. But in real practice we have found that no licences are forthcoming. Will the hon. Minister assure us that such licences will be issued, as he has stated on the floor of the House, if this is proved ?

SHRI MANUBHAI SHAH: Yes, I am prepared to categorically renew that assurance. As a matter of fact nine cases have been gone into. In one case it was 11 months' inventory with the result which would not justify the release of foreign exchange for the loss of production. But if the Federation or the hon. Members here can really show that the production is suffering. I am prepared to categorically implement that assurance.

SHRI J. C. CHATTERJI: What is the position about tea goods seized while on their way from Assam to Calcutta?

SHRI MANUBHAI SHAH: With regard to the impounded cargo of tea and jute, I have answered that question in No. 37. We have taken a unilateral decision to release such Pakistani cargo impounded by us. As the House is aware, in the implementation of the Tashkent Declaration many steps we have taken on our own initiative with a view to easing the situation so that the corresponding obligations will develop on Pakistan. Sometimes Pakistan has also taken a lead in a few matters. This is one of the unilateral decisions taken by the Government of India to release the cargo.

श्री रामकुमार भुवालका : मंत्री जी ने 800 आइटम बताए । क्या मंत्री जी बतायेंगे कि उसका एम्पाउन्ट कुल कितना होगा क्योंकि थोड़े दिन पहले स्वर्ण सिंह जी ने बताया था कि 500 करोड़ रुपये का माल रूका हुआ है, कितना माल रूका हुआ है ?

SHRI MANUBHAI SHAH: Sir, there are three things. One is Indian property, the other is impounded cargo and the third is inter-river transport goods of Pakistani and Indian origin. A major part of it consists of Indian property left in Pakistan, which can be anybody's guess. Somebody puts it at Rs. 100 crores, somebody at Rs. 75 crores or Rs. 125 crores. But I have never heard the figure of Rs. 500 crores. What I am just answering is about the impounded cargo of foreign origin by the two countries. Its valuation is about Rs. 10 crores.

\*26. [The questioner (Shri A. D. Mani) was absent. For answer, vide col. 192 infra.]

**लखनऊ स्थित रेलवे कर्मचारियों के लिए महंगाई तथा मकान किराये के भत्ते**

\*27. श्री राजनारायण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को लखनऊ स्थित चतुर्थ श्रेणी के रेलवे कर्मचारियों से हाल में कोई अभ्यावेदन प्राप्त हुआ है जिसमें सभी कर्मचारियों को समान महंगाई भत्ता देने की मांग की गई है ;

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की गई है ; और

(ग) लखनऊ स्थित उत्तर रेलवे के लोको और कैरिज वर्कशाप के कर्मचारियों से कितना मकान किराया वसूल किया जाता है तथा वसूलों किस आधार पर की जाती है ?

**DEARNESS AND HOUSE RENT ALLOWANCES FOR RAILWAY EMPLOYEES STATIONED AT LUCKNOW**

♦27. SHRI RAINARAIN: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have recently received any representation from the Class IV employees of the Railways stationed at Lucknow demanding equal amount of dearness allowance for all employees;

(b) if so, what action has been taken in this regard; and

(c) what amount of house rent is recovered from the employees of Loco and the Carriage workshop of Northern Railway at Lucknow and on what basis the recovery is made ?]

**रेल मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) जी हां ।**

(ख) मांग को स्वीकार नहीं किया जा सका ।

(ग) वास्तविक सूचना मंगायी जा रही है ।

[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir.

(b) The demand could not be accepted.

(c) The factual information is being collected.]

श्री राजनारायण : मांग स्वीकार करने में सरकार को क्या दिक्कत है ?

डा० राम सुभग सिंह : असल में श्री जगन्नाथ दास कमिशन ने महंगाई भत्ते के बारे में और मकान के भाड़े में जो सिफारिश की थी वही आधार माना गया है और यह आवेदन-पत्र आया है इसमें लिखा गया है कि सारे कर्मचारियों को महंगाई एक दर से दी जाय इसलिये यह नहीं माना गया ।

श्री राजनारायण : प्रश्न यह है कि महंगाई भत्ते का जो उसूल है वह महंगाई पर मुनहसिर करता है तो महंगाई जो बड़ी तनख्वाह पाने वाले के लिये या उच्च अधिकारियों के लिये है वही निम्न कर्मचारियों के लिये भी है तो जो महंगाई भत्ता देने का उसूल है कि महंगाई के अनुपात में दिया जाय उस उसूल के मुताबिक सरकार क्यों नहीं काम करती ?

डा० राम सुभग सिंह : सरकार ने जिस उसूल को निर्धारित किया है उस उसूल के अनुसार काम करती है और सरकार का निर्धारित उसूल यह है कि जितने कर्मचारी हैं

t] [English translation.