

the Government of India do not adhere to the Industrial Policy Resolution where small units should be protected against the bigger units? If the hon. Commerce Minister feels that the shoes to be exported are not in sufficient numbers, may I know, Sir, whether the Government are thinking to earmark all shoes manufactured in the khadi sector for the internal consumption of the country and exporting the shoes manufactured in the mechanised sector? May I know, Sir, whether any such decision has been taken?

SHRI MANUBHAI SHAH : I may repeat for the hon'ble Member's information. There are three sectors and not two—large-scale sector in the shoe industry, small-scale sector and the mechanised sector in the shoe industry of the Khadi Commission which takes non-violent leather—I do not want to elaborate too much on this. There is leather industry in the Khadi Commission, where Ahimsatmak leather is used, that is, leather produced out of cattle which are not slaughtered but from cattle which are dead. I am prepared to categorically assure the hon'ble House that if the Khadi Commission, which is under the Ministry of Commerce, can organise production of quality goods of the type which is permissible under their jurisdiction, we are prepared to assist both financially as well as for export and internal consumption. What the hon'ble Mr. Chandra Shekhar mentioned was the small-scale sector which really produces 90 to 95 per cent. of India's consumption. Only fifteen per cent is produced by the organised industry like the Bata or the Flex or similar types of bigger units. A stage has come when we have to compete in the world market and produce cheap shoes, not Rs. 40 or Rs. 45 a pair, because Pakistan and China are now selling shoes in the world market—to the United States—for 3 dollars or 4 dollars, say, Rs. 15 or Rs. 20 a pair. It is in that direction that we have to increase the employment of the cobblers. The small sector has to cater for the world markets.

*581. [The Questioner (Shri A. D. Mani) was absent. For answer, vide col. 3463 *infra*.]

LINKING OF BARSUA WITH TALCHER ON S. E. RLY.

*582. SHRI S. SUPAKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation for linking Barsua with Talcher on the South Eastern Railway; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH) : (a) Yes, Sir.

(b) This proposal is under consideration in the context of export of iron ore from Nayagarh area via Paradip Port as an alternative to the Banspani-Nayagarh-Paradip rail link for which surveys have been carried out. The relative merits of the alternative links will have to be examined before a decision is taken as to which will be the most suitable link to Paradip Port.

SHRI S. SUPAKAR : May I know, Sir, what is the distance between these two points, Barsua and Talcher, and what would be the cost of construction of this railway line?

SHRI SHAM NATH : I would like notice. I could not tell off-hand the distance between Barsua and Talcher. I think it will be about 100 kilometres, but I am not sure.

SHRI S. SUPAKAR : Cost?

SHRI SHAM NATH : I have got the cost of the whole alignment. The Banspani-Nayagarh area to Paradip Port via Tomka Daiteri will be a length of 262.5 kilometres and the estimated cost of this project is Rs. 46 crores.

SHRI S. SUPAKAR : Apart from the Banspani-Paradip link—this is quite a separate proposition, namely, linking the Madras-Howrah route with the Howrah-Bombay route—and having regard to the fact that rails are available at close quar-

ters and sleepers are available in plenty in the area itself, may I know, Sir, why there should be a question of competition between these two alternative projects and why should there not be a decision on its own merits?

SHRI SHAM NATH : Sir, this project has a relation with the target of export of iron ore from the Nayagarh area which will be about 6 lakh tonnes per year. So one alternative alignment is Banspani-Nayagarh-Paradip and the other is Patasahi-Talcher-Cuttack-Paradip. These are two alternative alignments and we have to decide which of the two alignments will be more feasible and better.

SHRI CHANDRA SHEKHAR : May I know, Sir, if the hon'ble Minister is aware that this Paradip project was not sanctioned by the Planning Commission and the Orissa Government sanctioned this project with Rs. 12 crores which is ultimately Rs. 50 crores and the Railways are called upon to spend another Rs. 50 crores and the original plan of Rs. 12 crores has now reached Rs. 120 crores? May I know, Sir, whether the Railway Administration or the Railway Ministry has taken any precautionary measure that any other scheme is not envisaged where ultimately the Railways have to face a *fait accompli* and they are forced to spend money which has not the Plan priority?

SHRI SHAM NATH : I can hardly say anything in relation to certain parts of the question of the hon. Member but now we have to go by the recommendations of the Iron Ore Export Committee which has fixed a target for the export of 25 million tons during the Fourth Plan. Out of this, 5 million tons are to be exported through the Paradip port. Therefore, in view of this target, we have to do whatever is possible to provide the railway transport facilities.

SHRI CHANDRA SHEKHAR : May I know whether you were consulted about it before this project was taken in hand and the Railway was informed of its obligations? I know that you cannot do anything in the matter. I want to know whether you have taken any precautions

for the future that railway expenditure is not made a *fait accompli*.

DR. RAM SUBHAG SINGH : Of course what the hon. Member says may be correct but the whole thing was initially taken on the basis that the ore will be transported by the roadways. At that time it was going to be under the State sector. Now the Government of India has taken up the whole project. So naturally we shall have to act in unison with the other wings of the Government and as decided by them we shall have to act.

SHRI B. K. P. SINHA : The issue raised by the supplementary of the hon. Member is very basic and I hope the Railway Minister himself will reply. The contention or the charge is that the Paradip port really did not get a very high priority in the Plan but a very dynamic Chief Minister managed things in such a way that he forced a new priority on the Government of India. May I know whether a stage has come in the relations between the Centre and the States in which the Subedars are now dictating to Delhi?

SHRI SHAM NATH : We have to face the existing facts and we have to provide transport facilities to the Paradip port.

DISTRIBUTION OF CEMENT

*583. **SHRI I. K. GUJRAL :** Will the Minister of INDUSTRY be pleased to state :

(a) whether the cement companies are permitted to receive advance payments against booking of orders for supply of cement;

(b) what is the approximate delivery period against these bookings;

(c) whether the companies are supposed to pay any interest on advances received;

(d) the quantity of cement booked by manufacturers on account of other companies belonging to the same group of management;