

satisfactory. The performance of trains is affected in the day-to-day operation by a variety of unavoidable causes, such as, accidents and breaches interrupting through communication and consequent diversion of trains by a longer route and also imposition of speed restrictions after the restoration of through communication, excessive pulling of alarm chain apparatus which not only causes detention to a particular train but also creates a chain reaction resulting in detention to other trains particularly during grouping hours when trains follow one another in quick succession, civil disturbances and demonstrations, foggy weather in winter months in Northern India leading to slowing down of trains, excessive heat in certain parts of the country in summer months which creates problems like water shortage for engines apart from the adverse effects on the engine crew leading to sickness and absenteeism and other causes, such as, signal and points failures, hot axles etc. During 1964-65, apart from these causes the punctuality of these important Mail/Express trains was also affected to some extent by the heavy rush of traffic in connection with the International Eucharistic Congress at Bombay in November-December, 1964 and Kumbh Mela at Allahabad in January, 1965.

PROVISION OF ATTENDANTS IN FIRST CLASS AND SLEEPER COACHES

*238 SHRI PALAT KUNHI KOYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether all long distance Express trains are provided with attendants for first class and sleeper coaches;

(b) if not, what is the reason therefor;

(c) whether it has been brought to Government's notice that some of the attendants are found missing from their coaches; and

(d) if so, the action proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS SHRI RAM SUBHAG SINGH): (a) On all trains, attendants are provided in corridor type First Class coaches and special TTE's in Third Class Sleeper coaches.

(b) Does not arise.

(c) Yes, some complaints have been received.

(d) Railways have been instructed to ensure that adequate reserve staff are available to deal with any contingencies like sudden sickness, absence, etc.

QUOTA SYSTEM FOR EXPORT OF PEPPER

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

(a) whether it is a fact that implementation of the quota system introduced for the export of pepper has been postponed for a few months;

(b) if so, whether any representation has been received from the pepper growers to annual the system; and

(c) if so, what decision Government have taken in this regard?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) to (c) Government have announced, in the Press Note dated the 11th August, 1965, their decision not to adopt any broad-based export quota system for export of black pepper. An extract of the Press Note is laid on the Table of the House.

EXTRACT OF PRESS NOTE REGARDING EXPORT OF BLACK PEPPER

Regarding export of black pepper, Government of India were negotiating with the two principal black pepper producing and exporting countries for multi-lateral arrangements on price stabilisation and intensification and diversification of marketing of this product on a mutually agreed basis. However, as these negotiations have so far not progressed very much as was