

There has, however, been no increase registered during the first six months of the current year.

(b) The commodities now exported to that country are "Shellac" and "synthetic plastic materials in primary form" while the commodity imported is "natural graphite (Plumbago)".

ALLOTMENT OF TIN QUOTA TO THE METAL BOX COMPANY

679. SHRI P. ABRAHAM: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether it is a fact that a foreign firm named the Metal Box Company of India has got a monopoly in tin making industry; and

(b) if so, what is the quota often allotted to the

THE MINISTER OF HEAVY ENGINEERING AND INDUSTRY IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI T. N. SINGH) : Presumably the hon. Member has in mind the tin container manufacturing industry.

(a) No, Sir.

(b) The information regarding allotments to various firms is, however, being collected and will be laid on the Table of the House.

WAIVER OF DEMURRAGE CHARGES

680. SHRI RAM SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that demurrage charges were waived in respect of thirty wagon loads of coal which were lying in Ajmere Gate Railway siding in Delhi for months;

(b) if so, the amount of demurrage waived; and

(c) the reasons therefor?

THE MINISTER OF STATE FOR THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) to (c) No demurrage charges were waived in respect of wagon loads of coal, but wharfage charges amounting to Rs. 8,770 that had accrued on hard coke consignments lying undelivered at Delhi Mineral Siding were forgone, when delivery of these consignments was effected in January, 1964. A note detailing the circumstances under which the wharfage charges were forgone is attached.

Note detailing the circumstances under which wharfage charges were forgone

31 wagons of hard coke consigned to Delhi State Central Co-operative Stores, Delhi, were placed at New Delhi Mineral Siding on 25th and 26th December, 1963. These wagons were unloaded by the consignee at different times. Demurrage charges amounting to Rs. 124-30 accrued and were recovered in full.

As, however, there was a dispute about the quality of coke, the Director of Civil Supplies did not allow removal of the consignments until after examination by a representative of the Coal Controller. The Civil Supply authorities requested the Coal Controller, Calcutta, to send a technical hand for inspection of the stuff to decide its grade. Inspection could not be held earlier than 11th January, 1964.

On 13th January, 1964, the Delhi State Co-operative Stores represented to the Divisional Superintendent, Delhi, that the consignments be delivered to them free of wharfage charges, which had accrued without any fault of theirs. This request was also supported by the Director of Civil Supplies, pointing out that the accrual of wharfage was beyond the control of the Co-operative Stores and they were not to blame in any manner. (The chemical analysis revealed that the hard coke was not of grade I.)

India, in 1963 and 1964?

Having regard to the circumstances, delivery was allowed free of wharfage.

IMPORT OF COTTON

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

(a) the amount of premia collected by the Indian Cotton Mills Federation, Bombay, on the imports of cotton into this country during the calendar year 1963 and the manner in which the premia was utilised; and

(b) the total quantity of global cotton and also cotton under PL—480 proposed to be imported during the calendar year 1964?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI S. V. RAMASWAMY): (a) and (b) A statement is attached.

STATEMENT

(a) Rs. 9,78,14,843. This amount is understood to have been utilised by the Indian Cotton Mills' Federation in granting export assistance to the exporters of mill-made and handloom cloth as well as of made-up goods and for meeting the expenditure on account of their participation in the Moscow exhibition.

(b) During the current season (Sept. 1964—Aug. 1965) the total imports of cotton are estimated to be about 9.50 lakh bales, which include 4.50 lakh bales of global cotton and 3.5 lakh bales of P.L. 480 cotton. The balance will be under barter

गया के रेलवे यार्ड में टक्कर

६८२. श्री प्यारे लाल कुरील 'तालिब' : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक माल गाड़ी दिसम्बर, १९६४ के प्रथम सप्ताह में गया रेलवे स्टेशन के यार्ड में खड़ी एक दूसरी गाड़ी से टकरा गई ;

(ख) यदि हां, तो दुर्घटना का ब्यौरा क्या है और उसमें कितने जन-धन की हानि हुई ; और

(ग) इस दुर्घटना के लिये जिम्मेदार व्यक्ति के विरुद्ध क्या कार्यवाही की गई है ?

r [COLLISION IN GAYA RAILWAY YARD

682. SHRI P. L. KUREEL *URF* TALIB; Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a goods train collided with another train standing on the yard of Gaya Railway Station in the first week of December, 1964;

(b) if so, what are the details of the accident and what is the extent of loss of life and property as a result thereof; and

(c) what action has been taken against the person responsible for the accident?]

रेल मंत्रालय में उपमंत्री (श्री शाम नाथ)

(क) जी हां, दुर्घटना ६ दिसम्बर, १९६४ को हुई ।

(ख) दुर्घटना के परिणामस्वरूप एक आदमी मर गया और दो को चोटें आयीं । रेल-सम्पत्ति को लगभग ६१,५०० रुपये के नुकसान का अनुमान है ।

+ [] English translation.