

DOUBLING OF TRACK BETWEEN LUCKNOW AND KANPUR

•335. SHRI ARJUN ARORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration for the doubling, of the broad gauge or metre gauge track between Lucknow and Kanpur; and

(b) if so, by what time the work is expected to be completed?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b) Twelve miles of B.G. line between Lucknow and Kanpur is already doubled. There is no proposal at present of any further doubling of the B.G. or the M.G. track between Lucknow and Kanpur.

SHRI ARJUN ARORA: May I know why the whole track is not being doubled?

SHRI SHAH NAWAZ KHAN: Because there is no traffic justification for it.

PANDIT S. S. N. TANKHA: May I know whether this doubling has taken place between Unnao and Kanpur or between Lucknow and Unnao?

SHRI SHAH NAWAZ KHAN: The doubling is between Kanpur and Unnao.

STAFF CARS

•356. SHRI SATYACHARAN: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the total number of staff cars owned by the various Ministries of the Government of India;

(b) the amount spent during the year 1959-60 on the purchase of petrol and lubricants; and
1081 RS—2.

(c) the amount spent on repairs during 1959-60?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): Requisite information is being collected from the various Ministries and will be laid on the Table of the Rajya Sabha, when ready.

•357. [The questioner (Shri P. A. Solomon) was absent. For answer, vide col. 2038 infra].

SUGAR EXPORT

*358. SHRI DEOKINANDAN NARAYAN: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) the loss incurred in the export of sugar to foreign countries during the year 1960-61; and

(b) the rates at which sugar was sold to the foreign countries?

THE DEPUTY MINISTER OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS): (a) The total quantity actually shipped upto 26th February, 1961, was 37,906 metric tons. On this, the loss is estimated at Rs. 1-3 crores.

(b) Sugar has been sold to foreign countries at prices ranging from £ 28-5-0 to £ 37-10-0 C. & F. per metric ton, depending upon fluctuations in the international markets.

SHRI DEOKINANDAN NARAYAN: May I know how our sugar prices compare with the prices of sugar produced in other countries?

SHRI A. M. THOMAS: The cost of production in this country is much higher than the cost in other countries.

SHRI DEOKINANDAN NARAYAN: Are there any reasons for it like freight charges or taxes?

SHRI A. M. THOMAS: Taxes are not levied on the quantity that is exported.

SHRI DEOKINANDAN NARAYAN: May I know what steps are being taken to bring down the cost of production of Indian sugar?

SHRI S. K. PATIL: In the States the prices of sugarcane must go down. But every time I get the cry everywhere that the price must go up.

SHRI DEOKINANDAN NARAYAN: May I know what steps are being taken on behalf of the Government to bring down the cost price?

SHRI S. K. PATIL: Other methods are negligible. They may not come to anything. But the real thing is that the cost of sugar is tagged on to the cost of sugarcane which is almost statutory, because Government is committed to give that by its own decision taken at being pressed ^{by} the ^{other} House.

SHRI K. SANTHANAM: May I know whether the loss stated includes the loss of excise duty also?

SHRI S. K. PATIL: No. The hon. Member has asked a good question. If that is added, then the loss will be about double.

SHRI K. SANTHANAM: May I know whether the two losses combined will be more than the foreign exchange earned by the export?

SHRI S. K. PATIL: I could give you to the rough the difference because the cost of production in this country of sugar is somewhere in the region of Rs. 700 per ton, while the price that we get is only Rs. 400.

SHRI JASPAT ROY KAPOOR: May I know whether, there is any scheme to push up the export of sugar to foreign countries, and what are the prospects in this connection?

SHRI S. K. PATIL: How can anything be pushed up in these circumstances?

SHRI S. C. DEB: May I know what steps Government are taking to export sugar to foreign countries with a view to earning foreign exchange?

SHRI S. K. PATIL: I have said that we have released quotas of 50,000 metric tons once and the same quantity again out of this 37,000 metric tons has been shipped. We have already incurred a loss of Rs. 1.3 crores on this quantity. Therefore, any pushing means that all these subsidies will have to be given and they will have to be borne by the consumers.

SHRI T. S. AVINASHILINGAM CHETTIAR: It was said just now that the cost of sugar is Rs. 700 per ton and that the money that we are getting in foreign countries for the sugar is Rs. 400 per ton. Who bears the loss? May I know what is the exchange earned and whether the exchange earned is set off by the great loss we suffer by the export of this sugar?

SHRI A. M. THOMAS: The exchange earned comes to Rs. 1.52 crores on these 37,906 metric tons. The quantity contracted for upto the end of February 1961 comes to about 65,487 metric tons, and for that the exchange that would be earned would be Rs. 2.62 crores.

SHRI GOPIKRISHNA VIJAYARAGIYA: Who bears the loss?

SHRI A. M. THOMAS: With regard to the loss in exports, the local consumers would have to bear the loss.

SHRIMATI YASHOOA REDDY: The hon. Minister was pleased to say that the cost of sugarcane production being very high, sugar in India is very costly. But has the Ministry given thought to producing sugar from any source other than sugarcane, especially as it is being said that production of sugar from palm is less costly and that the palm can be grown on any land not very useful for agricultural purposes?

SHRI S. K. PATIL: Any other method of sugar production, whether it is from palm or beet, is likely to be more costly. It may not be liked by people also. We are doing experiments, and some considerable amount is being spent on that.

RAJKUMARI AMRIT KAUR: I would like to know from the Minister what steps are being taken to improve the quality of sugarcane because that would have a good effect.

SHRI S. K. PATIL: We are doing everything. When the questions are being answered, the whole thing cannot be explained, because it is a big question. We are doing everything in our power.

SHRIMATI SAVITRY DEVI NIGAM: In reply to a question as to what steps Government is taking to bring down the price of sugar, the hon. Minister stated that nothing could be done unless the price of sugarcane is brought down. I would like to know whether there are possibilities of asking the sugar industry not to make so much profit which it is making instead of lessening the prices of sugarcane.

SHRI S. K. PATIL: Because questions were asked, we referred the whole thing to the Tariff Commission, and the millowners are today not given one naya paisa more than what the Tariff Commission has recommended.

UDAIPUR-HIMMATNAGAR AND UDAIPUR-MODASA-TALOD RAIL LINKS

•359. SHRI SURESH J. DESAI: Will the Minister of RAILWAYS be pleased to state the reasons for the decision to take up Udaipur-Himmatnagar rail link for connecting Udaipur with Ahmedabad and not the Udaipur-Modasa-Talod link?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): Shorter length, lesser

initial cost and better return led to the decision to prefer Udaipur-Himmatnagar alignment.

SHRI SURESH J. DESAI: A number of experts of the Railway Board themselves have recommended during the last fifteen years that the Udaipur-Modasa line would be more economical—the word "economical" was used by the experts—and that the initial higher cost would be amply repaid in a few years' time, and the Railway Board consequently took a decision in favour of the Udaipur-Modasa line. Even the Collector concerned issued a notification for acquisition of land also there. What is the reason for the Railway Board turning round and changing their decision and insisting on the other alignment?

SHRI S. V. RAMASWAMY: All the arguments advanced for the Talod line as well as the Himmatnagar line were taken into consideration. As I said, there is a difference in cost. That is one reason. The length of the Himmatnagar-Udaipur line is 133.25 miles; cost is Rs. 10.72 crores; and percentage return is 4.67. The Udaipur-Talod line is 144.77 miles; cost is Rs. 11.39 crores; percentage return 4.59. But that is not the end of it. The former links up Himmatnagar which is the district headquarters also. Moreover this alignment would help in the resettlement of displaced persons from project areas. Fourthly, the cost of the land in this alignment would be cheaper. These are the several reasons which weighed with us.

SHRI SURESH J. DESAI: When the percentage returns have been calculated, the returns from Talod, if it is linked with Udaipur via Modasa, will all go to the Modasa link. The percentage aspect which the hon. Minister is referring to is not correct. Secondly, Modasa is the largest town in the district. It is a commercial centre also and it has no rail link.