

हुई हैं। अगर कोआपरेटिव सोसाइटीज के अलावा इसके मुताल्लिक वे यह दरयाफ्त करना चाहते हैं कि इंडस्ट्रियल हाउसिंग स्कीम के मुताबिक कुल मकानात कितने बने हैं तो इसके वास्ते मैं नोटिस चाहूंगा।

سوالنا ایم - فاروقی : میوے عرض کرنے کا مطلب یہ ہے کہ اس تارکیت کے ماتحت جتنے مکانات آپ نے مناسب قرار دیئے تھے اس کے اعتبار سے اب تک ان سوسائٹیوں نے اتنے مکانات بنائے یا نہیں ؟

† [मौलाना एम० फारुकी : मंरे अर्ज करने का मतलब यह है कि इस टारगेट के मातहत जितने मकानात आपने मुनासिब करार दिये थे उसके एतबार से अब तक इन सोसाइटीयों ने उतने मकान बनाये या नहीं ?]

सरदार स्वर्ण सिंह : सोसाइटीयों के लिए कोई अलहदा टारगेट मुकरर नहीं किया गया था, इसलिए यह सवाल पैदा नहीं होता।

#### CASHEW-NUT PROCESSING INDUSTRY

J\*380. SHRIMATI SAVITRY NIGAM: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) how many persons are provided with employment by the cashew-nut processing industry; and

tTransliteration in Devanagari.

^Original notice of the question in Hindi as

#### काजू-शोधन उद्योग

\*३८०. श्रीमती सावित्री निगम: क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) काजू-शोधन उद्योग से कितने लोगों को रोजगार मिलता है ; तथा

(ख) प्रति वर्ष कितने टन काजू की खपत हमारे देश में होती है ?  
below.—

(b) how many tons of cashew-nuts are consumed in India every year?

वाणिज्य मंत्री (श्री डी० पी० कर्मकर) :  
(क) लगभग ५०,०००।

(ख) ३,००० टन (कैश्यू-कर्नल)। एक टन कैश्यू-कर्नल लगभग चार टन कैश्यू-नट से निकलता है।

T[THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR) : (a) 50,000 approximately.

(b) 3,000 tons (cashew-kernels). One ton of cashew-kernels equals approximately four tons of cashew-nuts.]

MR. CHAIRMAN: She said 380. She did not say it in Hindi.

SHRIMATI SAVITRY NIGAM: May I know the quantity of cashew-nuts exported and the dollars we have earned this year?

SHRI D. P. KARMARKAR: I will give the figures to my hon. friend.

	Quantity of kernels in tons	Value in Rs
1953-54	26,830	10,93,05,756
1954-55 (up to the end of Sept. 1954).	17,369	5,75,25,159

DR. P. C. MITRA: In what part of the country are the cashew-nuts available in plenty?

(No reply.)

SHRIMATI SAVITRY NIGAM: May I know whether Government is going to give any protection to this expanding industry?

SHRI D. P. KARMARKAR: We are coaxing exports. No protection is necessary.

tEnglish translation.

SHRI GOVINDA REDDY: May I know what is the value of the exports?

SHRI D. P. KARMARKAR: I have given the figures in terms of kernels.

SHRI T. R. DEOGIRIKAR: May I know where from the cashew-nuts come here for roasting?

SHRI D. P. KARMARKAR: Half of it comes from within the country and the balance comes from East Africa. We import from there.

#### NATIONALISATION OF PUBLIC CARRIERS

\*381. SHRI H. C. MATHUR: Will the Minister for PLANNING be pleased to state:

(a) whether Planning Commission have recently taken any decision regarding the nationalisation of the public carriers; and

(b) if so, what steps have been taken to give effect to this decision.?

THE DEPUTY MINISTER FOR PLANNING (SHRI S. N. MISHRA): (a) Yes, Sir.

(b) The recommendations of the Planning Commission have been conveyed to the State Governments.

SHRI H. C. MATHUR: What are those recommendations and what is the reaction of the State Governments?

SHRI S. N. MISHRA: The recommendations of the Planning Commission are three: (a) that no scheme for the nationalisation of road freight services would be entertained till 1961 for inclusion in the Plan; (b) that the policy for granting licences should be liberalised and licences should be granted for a period of not less than three years; and (c) that special incentives should be given to viable units. They should be granted licences for a period of not less than five years. So far as the reaction of the State Governments is concerned, it seems that most of them are inclined to agree with the recommendations of the Planning Commission

SHRI H. C. MATHUR: May I know the reasons for delaying nationalisation of public carriers till 1961, and may I know if any of the State Governments are opposed to such nationalisation?

SHRI S. N. MISHRA: Again, this question 'divides itself into two parts. So far as the first part of the question is concerned, there is no question of delaying, but what weighed with the Planning Commission was that most or at least some of the State Governments contemplated nationalisation, although they had no funds for it. And this created an element of uncertainty so far as the private investors were concerned. Therefore, they outlined this policy. Now, the Government of Bombay, for example, said they had certain difficulties on perfectly understandable grounds. They had obtained about 835 trucks under the Colombo Plan, and the problem for them was to utilise them.

SHRI H. C. MATHUR: May I know if any efforts have been made to effect co-ordination between rail and road traffic? If we are going to leave to the private sector for some time, then some co-ordination has to be effected between road and rail transport. I want to know what has been done in that direction.

SHRI S. N. MISHRA: The Planning Commission concerned itself only with the nationalisation aspect of the problem. I think that was the question which deserved consideration.

SHRI H. C. MATHUR: My question is whether any effort is being made to co-ordinate road and rail transport.

SHRI S. N. MISHRA: This question related to the review of the policy which was undertaken by the Planning Commission recently. I submit that at this time the Planning Commission concentrated only on this aspect.

SARDAR SWARAN SINGH: May I add that co-ordination is always done in the Transport Ministry?