

SHRI M. VALIULLA: May I know whether we are going to get petrol at a cheaper rate, after these oil refineries have gone into production?

SHRI K. C. REDDY: Not necessarily, Sir.

SHRI M. VALIULLA: Is it not a fact that we are going to save a good deal of foreign exchange after these refineries go into production?

SHRI K. C. REDDY: That is quite so, Sir.

SHRI H. P. SAKSENA: How long are we going to be the victims of these ups and downs?

MR. CHAIRMAN: Mr. Sobhani.

SHRI O. SOBHANI: Are the Government contemplating to take any steps to make these refineries mix power alcohol in larger quantities with the petrol that they turn out?

SHRI K. C. REDDY: Sir, the production of power alcohol is an entirely different thing, and so far as I can remember, I do not think, the manufacture of power alcohol is one of the items included in the programme of these oil refinery companies.

#### ABOLITION OF THE SHELLAC EXCHANGE LTD.

\*159. SHRI S. N. MAZUMDAR: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government have received any representation from the Shellac Producers and Workers' Organisations requesting the abolition of the Shellac Exchange Limited of Calcutta; and

(b) if so, what action Government propose to take in the matter?

THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR): (a) Yes, Sir.

(b) The matter is under consideration.

SHRI K. C. GEORGE: What are the industries in India which use shellac?  
67 CSD.

SHRI D. P. KARMARKAR: I would like to have notice. I cannot say it offhand.

#### IMPORT AND RE-EXPORT OF DIESEL ENGINES

\*160. MOULANA M. FARUQI: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) what is India's annual requirement of diesel engines;

(b) how many diesel engines were imported into India during the last year;

(c) how many diesel engines were re-exported from India each year from the year 1950-51 and to which countries they were re-exported; and

(d) whether any factories manufacturing diesel engines were closed in Bombay during the year 1952-53?

THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR): (a) The annual requirements of diesel engines have been varying so widely in the past that it has not been possible to assess the country's annual demand with any degree of accuracy.

(b) Information relating to imports of diesel engines alone is not available as it is not shown separately in the 'Accounts relating to the Foreign (Sea and Land) Trade and Navigation of India'. Diesel engines are included along with oil engines. The total imports under this head during the year 1952-53 were 17,999 Nos.

(c) A statement is laid on the Table of the Council. [See Appendix V, Annexure No. 41.]

(d) Yes, Sir. One factory was closed for a few months early this year. It has, however, resumed production from the 3rd August 1953.

مولانا ایم فاروقی : کیا گورنمنٹ کو یہ

جانکاری ہے کہ سن ۱۹۵۱ء میں دیش  
میں جتنے ڈیزل انجنوں کا پورودکشن  
ہوا تھا اس کے مقابلے میں سن ۱۹۵۲ء  
میں کم ہوا ؟

†[MOULANA M. FARUQI: Is the Government aware that the production of diesel engines in the country was less in 1952 as compared to the production in 1951?]

SHRI D. P. KARMARKAR: In 1951, the figure was 7,246 and in 1952, it was 4,347. The hon. Member is right.

مولانا ایم - فاروقی : اس کمی ہونے

کی وجہ کیا فیکٹریوں کا بند ہو جانا  
ہے یا کوئی دوسری بات ہے ؟

†[MOULANA M. FARUQI: Is this fall in production due to the closure of factories or due to some other reason?]

श्री डी० पी० कर्मकर : सन् १९५२ ई०  
में इंजनों के प्रोडक्शन की कमी का कारण  
यह है कि हम ने बहुत ज्यादा इंजन बाहर  
से इम्पोर्ट किये । इसके साथ ही साथ जो  
इंजनों का प्रोडक्शन देश के अन्दर  
फैक्टरियों में हुआ वह डिस्ट्रीब्यूट नहीं  
हो सका जिसकी वजह से प्रोडक्शन में  
कमी हो गई ।

†[SHRI D. P. KARMARKAR: The fall in production of diesel engines in 1952 was due to the import of a large number of engines from abroad. Besides, the engines that were produced by factories in the country, could not be distributed and therefore there was a fall in production.]

SHRI P. V. NARAYANA: Is it not possible, Sir, to find out the exact number of diesel engines imported on the basis of the orders placed by this Government, though a consolidated amount might have been paid?

SHRI D. P. KARMARKAR: I could not follow the import of the question.

MR. CHAIRMAN: Is there any basis for you to find out the exact number of diesel engines imported into this

country on the basis of the orders submitted from here? That is the question.

SHRI T. T. KRISHNAMACHARI: May I, Sir, say something with regard to that question? While working out the import policy of the Government, we do not get the exact figures of what is actually to be imported. The figures are there, but they are only estimates, and are not very accurate.

SHRI M. VALIULLA: Is it because there is no demand for diesel engines that a factory in Bombay has had to close down?

SHRI T. T. KRISHNAMACHARI: I would like to mention this fact. In 1951-52 the Food and Agriculture Ministry, who were anxious to encourage the Grow More Food Campaign, did not want any restrictions to be placed on imports of diesel engines, and it so happened that a large number of diesel engines were imported, but later on the Government changed their policy and imports were regulated. No imports were allowed of diesel engines of 25 h. p. and below. This has given a free field to local production. The factory that the hon. Member has in mind has had to undergo several difficulties. It is not merely a case of there not being any demand for diesel engines. There have been certain internal troubles—labour troubles, etc.—and that is why it has had to be closed down for a long time.

KHWAJA INAIT ULLAH: What action is being taken to see that a time will come when we will not require to import any diesel engines?

SHRI T. T. KRISHNAMACHARI: As I said, the present position is that we are not importing diesel engines of 25 h. p. and less. At the moment we are importing some parts for certain types of diesel engines. It may be a question of time before we can manufacture engines of a higher capacity.

SHRI M. VALIULLA: Does the hon. Minister mean to say that diesel

†English translation of the above.

engines of 50 h.p. and 100 h.p. are not manufactured?

**SHRI T. T. KRISHNAMACHARI:** That is a very vague assumption. We may be assembling a few units. At the moment Government are convinced that we cannot restrict the import of diesel engines of 25 h. p. and above that are needed for various purposes in the country.

**SHRI B. K. P. SINHA:** May I know how the quality of Indian diesel engines compares with foreign diesel engines?

**SHRI T. T. KRISHNAMACHARI:** I am afraid that it would not be wise to answer that question. Quality differs from engine to engine and from factory to factory. Generally, it is satisfactory, but there have been complaints merely because of the product of a particular factory not being good, not because it is of Indian manufacture.

#### CENTRAL TEA BOARD

\*161. **SHRI S. N. MAZUMDAR:** Will the Minister for COMMERCE AND INDUSTRY be pleased to state whether any steps are being taken by Government to reconstitute the Central Tea Board according to the provisions of the Tea Act, 1953?

**THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR):** The matter is under the active consideration of Government.

**SHRI S. N. MAZUMDAR:** May I know when this consideration will be completed?

**SHRI D. P. KARMARKAR:** The rules will have to be pre-published and the views of the various organisations concerned and of the State Governments obtained. When we receive them, we shall consider the matter, pre-publish the rules for public scrutiny and then the reconstitution of this Tea Board can be finalised.

#### RETRENCHMENT OF LABOURERS IN HIRAKUD PROJECT

\*162. **SHRI S. MAHANTY:** Will the Minister for IRRIGATION AND POWER be pleased to state:

(a) the total number of mechanics and labourers, who have been thrown out of employment in Hirakud Dam Project on account of the setting in of the monsoon; and

(b) whether Government have found any other means of utilising these unemployed personnel?

**THE DEPUTY MINISTER FOR IRRIGATION AND POWER (SHRI J. S. L. HATHI):** (a) Mechanics—16; Skilled labour—369; Unskilled labour—2,125.

(b) Steps are being taken to absorb such of those persons as are willing to do manual work on other works which continue during the monsoon like collection of stones for riprap, digging of canals and distributaries, formation and maintenance of roads, etc.

**SHRI B. RATH:** May I know what was the total number of workers engaged on the construction work before the monsoon set in?

**SHRI J. S. L. HATHI:** I require notice for that.

**SHRI B. RATH:** Then how is it that he says that only 2,000 unskilled workers have been thrown out of employment because of the monsoon?

**SHRI J. S. L. HATHI:** Because that is the number of persons who have been thrown out of employment. That is the information here.

**SHRI B. RATH:** What is the total number of workers who were engaged on construction work both on the right and the left sides before the monsoon set in?