

(घ) इन सब कर्मचारियों की छुट्टी करने के क्या कारण हैं ?

†[TERMINATION OF THE SERVICES OF KHADI COMMISSION EMPLOYEES

353. SHRIMATI VIDYAWATI CHATURVEDI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the Khadi Commission is terminating the services of some of their employees numbering more than 1,000;

(b) if so, what arrangements are being made for providing alternative employment to such employees,

(c) whether the Commission is terminating the services of the Oil Crusher Inspectors also the expenditure on whose training was met by the Commission itself, and

(d) what are the reasons for the retrenchment of all these employees?]

वाणिज्य मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरेशी) : (क) जी, नहीं ! केवल 46 सुपरवाइजरो तथा 39 बढ़इयो को, जोकि ग्राम तेल उद्योग में कार्य कर रहे थे, सेवा से निकालने के नोटिस दिए गए हैं ।

(ख) सम्बन्धित व्यक्तियों को अन्य ग्रामोद्योगों में उम्मी तथा बराबर के स्तर पर कार्य दिलाने की सम्भावनाओं का पता लगाया जा रहा है ।

(ग) ग्राम तेल उद्योग में कार्य पर लगे हुए 46 सुपरवाइजरो को सेवा से निकालने के नोटिस दिए गए हैं ।

(घ) ग्राम तेल उद्योग में मदी को देखते हुए उस उद्योग में कार्य कर रहे अमले के पास उपयुक्त कार्य नहीं है और छुट्टी आवश्यक हो गई है ।

†[THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Madam. Only 46 supervisors and 39 carpenters engaged in the village oil industry have been served with notice of termination of service.

†[] English translation.

(b) The possibilities of absorbing the persons concerned in other village industries in a similar and equivalent capacity are being explored

(c) Forty-six supervisors engaged in the village oil industry have been served with notice of termination of service.

(d) In view of the recession in the village oil industry, staff employed in that industry do not have sufficient work and retrenchment has become necessary]

RAILWAY OVER-BRIDGE IN NEW DELHI

354 SHRIB C PATTANAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) by what time the construction of the over-bridge across the railway track between N D M C buildings in Chanakya-puri and 'M' Avenue in New Delhi is likely to start;

(b) whether it has been included in the Fourth Five Year Plan, and

(c) if so, whether any target date has been fixed for the completion of this bridge?

THE MINISTER OF RAILWAYS (SHRI C. M POONACHA): (a) and (b) Proposal for a road under-bridge only, at 'M' Avenue between Brigadier Hoshiar Singh Road on the Netaji Nagar end and Vinay Marg in Chanakya-puri was considered in 1965, but the scheme has been deferred by the New Delhi Municipal Committee to Fifth Five Year Plan

(c) Does not arise.

COFFEE AND TEA EXPORT

355 SHRI B C PATTANAYAK : CHAUDHARY A. MOHAMMAD:

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there has been a decline in the quantity of tea and coffee exported to some of the European countries by India during the year 1967-68;

(b) whether it is also a fact that the fall in the export is due to the competition from Ceylon; and

(c) if so, what steps have been taken for increasing the export and capturing the lost European markets for Indian tea and coffee?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Madam, A statement showing the fall in exports of tea and coffee is attached (See below). The total exports during 1967-68 of tea as well as of coffee to European countries, taken as a whole, were, however, significantly higher than in the previous year.

(b) and (c) The fall in tea exports to certain countries of Europe in 1967-68 compared to those of the previous year was in each case not of any significant order, and cannot, in any case, be attributed to competition from Ceylon.

So far as coffee is concerned, Ceylon is not a coffee exporting country, and is not, therefore, a competitor to India in coffee exports. All the countries of Europe to which there has been a fall in coffee exports in 1967-68 are included in the countries exports to which are counted against the overall export quota allotted to each coffee exporting country under the International Coffee Agreement. As no difficulty has been experienced by India in exporting coffee to the full extent of the quota allotted to her, no special measures are considered necessary to increase exports to any individual country in the 'quota' group to which exports might show a fall in a particular year.

STATEMENT

Exports of Tea and Coffee to the Countries of Europe to which there was a fall in exports in 1967-68

(Quantity in thousand kilograms)

Countries	Exports	
	1966-67	1967-68
<i>Tea</i>		
Austria . . .	7	..
Yugoslavia . .	1,074	570
Bulgaria . . .	281	8
Belgium and Luxembourg . .	18	10
Norway . . .	4	2
Sweden . . .	63	4
Czechoslovakia .	579	220
East Germany .	1,639	726
Turkey . . .	27	..

Countries	Exports	
	1966-67	1967-68
<i>Coffee</i>		
West Germany .	899	814
Italy . . .	791	608
France . . .	610	603
Switzerland .	100	..
Austria . . .	58	52
Denmark . . .	5	..
Yugoslavia . .	5,287	4,260
Bulgaria . . .	809	81
Greece . . .	730	599

PUNCTUAL RUNNING OF TRAINS BETWEEN DELHI AND HOWRAH

356. SHRI P. C. MITRA:

SHRI B. C. PATTANAYAK :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of times in the month of April, May and June this year, the Howrah bound 2 Dn. Mail train left Delhi Station according to schedule and the number of times during the same period the Howrah-Delhi Mail arrived in time at the Delhi station;

(b) whether Government have taken any steps to improve the punctual running of trains between Delhi and Howrah; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) 71 times and 33 times respectively.

(b) and (c) Late running of trains between Delhi and Howrah has been due to a variety of factors, such as indiscriminate and frequent pulling of the alarm chain, thefts of tele-communication and other essential equipment, accidents, cattle/irrespassers being run over, teething troubles experienced at Delhi station in connection with the installation of Power Signalling, etc. An intensive watch is being kept on the punctual running of trains between Delhi and Howrah and everything feasible is being done to eliminate causes of detentions and late running to the extent possible.