

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Out of 462 items of observations and recommendations made by the Railway Accidents Committee in Parts I and II of their Report, 82 are their observations while the remaining 380 are their recommendations. Of these 380 recommendations 299 have been accepted in full, 17 in part, 4 have been accepted with slight modifications while 23 have not been accepted. The remaining 37 items are under consideration of the Government. Those recommendations which have been accepted are under the process of implementation.

(b) Yes. The number of serious railway accidents as also other train accidents has decreased during 1963-64 as compared to the previous years.

#### Ring Railway in the Capital

358. { Shri Surendra Pal Singh:  
Shri Shiv Charan Gupta:

Will the Minister of Railways be pleased to state the progress made so far in the construction of the Ring Railway in the Capital and when the project is likely to be completed?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): The sanctioned project is called "Delhi Avoiding Lines (Ring Railway)". Upto-date overall physical progress of the project is about 16 per cent. The project is expected to be completed by the end of 1967.

#### Iron and Steel Quotas

359. Shri Shashi Ranjan: Will the Minister of Steel and Mines be pleased to state:

(a) the manner in which the Steel Plants supply the controlled and uncontrolled materials to the consumers/indentors;

(b) whether the producers and stockists make supplies according to the quota certificates/permits issued to them;

(c) the basis on which the Controller of Iron and Steel issues such permits; and

(d) whether Government propose to introduce any improvement over this present system of distribution of finished products by the Steel Plants?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): (a) The Main Producers supply the controlled and decontrolled categories of steel against indents planned on them by the Joint Plant Committee. Indents for controlled categories are planned only against quota certificates. No certificates/permits are required for ordering or purchasing decontrolled categories.

(b) While the producers supply against indents planned on them, stockists supply controlled categories of steel only to customers having valid quota certificates/permits.

(c) The Iron and Steel Controller communicates to various Sponsoring authorities bulk allocations for different controlled categories after considering their demands and the likely availability. The Sponsoring authorities issue quota certificates against the bulk allocation, and orders can be placed on the producers on these certificates. Permits are issued by State Government authorities to customers requiring small quantities, enabling them to purchase from the stocks of controlled categories had by registered stockists.

(d) The present system of distribution of steel has been introduced from 1.3.1964, after considering the recommendations of the Raj Committee on 'Steel Control'. Government are not considering any revision at present.

#### Mechanization in Iron Ore Mining

360. Shri Shashi Ranjan: Will the Minister of Steel and Mines be pleased to state:

(a) whether Government propose to introduce partial mechanization in the

iron ore mines in the country with a view to meeting the increasing requirements of the steel plants;

(b) if so, the names of the iron ore mines where the said mechanization is going to be introduced;

(c) the names of the ore mines which are not being worked at present due to transport difficulties; and

(d) the action Government propose to take in the matter?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): (a) and (b). The following iron ore mines have been developed in the public sector for feeding the steel plants:—

- (1) Rajhara, Dalli, Kokan and Ari Dongri.
- (2) Barsua.
- (3) Bolani .
- (4) Babadadan Hill in Mysore.

Of these, four mines at (1) are attached to the Bhilai Steel Plant. Rajhara has been mechanised. The mechanisation of the Dalli mine is now under consideration. The other two mines are not mechanised.

The Mine at No. (2) which is attached to Rourkela Steel Plant is already mechanised.

The Mine at (3) which is attached to the Durgapur Steel Plant is being mechanised progressively. It is hoped that by 1966 the mine will be fully mechanised.

The mine at (4) is attached to the Mysore Iron and Steel Works. The capacity of the steel plant is being expanded. The mechanisation of the mine is under consideration with a view to meeting the increased requirements of the plant.

Besides the above mentioned mines, the following mines in the private sector provide iron ore for the Tata Iron and Steel Company Limited and

the Indian Iron and Steel Company Limited:—

- (1) Noamundi
- (2) Joda East
- (3) Gorumahisani
- (4) Badampahar
- (5) Khondbond
- (6) Gua Ore Mines

Of these, (1) and (2) are mechanised. (3), (4) and (5) are hand mines. The Mine at No. (6) is partially mechanised.

(c) No information regarding such mines has been so far received.

(d) Does not arise.

**New Railway Line from Ongole to Hyderabad**

361. Shri M. N. Swamy: Will the Minister of Railways be pleased to state:

(a) whether any proposal was made by the Andhra Pradesh Government to build a new Railway line from Ongole to Hyderabad via Nagarjunasagar; and

(b) if so, what is the reaction of the Central Government thereto?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Yes.

(b) New lines to be taken up for construction in the Fourth Plan are still under consideration in conjunction with the Planning Commission. However, due to paucity of funds prospects of inclusion of this line appear slim.

#### Glass Industry

362. { Shri M. N. Swamy:  
Dr. Saradish Roy:  
Shri P. Kunhan:  
Shri Imbichhava:

Will the Minister of Industry and Supply be pleased to state:

(a) whether a leading glass manufacturing firm is trying to set up a