

2. Small Industries Units to be run by Government or Government Corporation.

3. Supply of machines on hire-purchase through Laghu Udyog Nigam.

4. Export promotion and marketing facilities.

5. Provision for testing and quality making facilities.

6. Training programme including in-plant and institutional training for the officials and non-officials.

7. Survey and collection of statistics and preparation of schemes and Area Development Studies.

8. Publicity and Exhibitions, Seminars, Study-tours of officials and non-officials.

9. Strengthening of staff at Head Office and regional offices of Directorate of Industries.

10. Development of Semi-urban 'Industrial Growth Centres' (excluding construction of Industrial Estates).

11. Development of Leather Industries.

(c) The Working Group on Village and Small Industries have recommended a provision of Rs. 152.70 lakhs for the development of Small Scale Industries and setting up of Industrial Estates, during 1967-68.

Cost of Production of Cement

3535. **Shri Jyotirmoy Basu:**
Shri Bhagaban Das:
Shri K. Haldar:
Shri Viswanatha Menon:
Shri K. Ramaal:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the cost of production of ordinary grey cement, at factory gate basis, in different areas;

(b) the cost of packing (i) in new gunny bags (ii) used serviceable gunny bags;

(c) the cost at which producers procure (i) new gunny bags and (ii) used ones; and

(d) whether these costs have been scrutinised and, if so, by whom?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The existing ex-works prices (excluding packing charges and excise duty) payable to the three main groups of cement factories are as follows:—

I. Rs. 90.50 per tonne (unpacked) to the following low cost units:

- (1) Macherla (Andhra Pradesh).
- (2) Daimianagar (Bihar). (Rohtas)
- (3) Daimianagar (Bihar). (Ashoka)
- (4) Dalmiapuram (Madras).
- (5) Bhadravati (Mysore)
- (6) Bagalkot (Mysore).
- (7) Rajganpur (Orissa).
- (8) Sawaimadhapur (Rajasthan).
- (9) Churk (Uttar Pradesh).
- (10) Kistna (Andhra Pradesh).
- (11) Mancherla (-do-).
- (12) Sindri (Bihar).
- (13) Chaibasa (Bihar).
- (14) Khalari (Bihar).
- (15) Dwarka (Gujarat).
- (16) Sevalia (Gujarat)
- (17) Kymore (Madhya Pradesh).
- (18) Banmore (-do-).
- (19) Madukkarai (Madras).
- (20) Shahabad (Mysore).
- (21) Surajpur (Haryana).
- (22) Lakheri (Rajasthan).

II. Rs. 93.50 per tonne (unpacked) to the following middle cost units:

- (1) Talaiyuthu (Madras)
- (2) Sikka (Gujarat)

- (3) Satna (Madhya Pradesh)
 (4) Banjari (Bihar)

III. Rs. 96 per tonne (unpacked) to the following high cost units:

- (1) Cement Nagar (Andhra Pradesh).
 (2) Ranavav (Gujarat)
 (3) Tulukapatti (Madras)
 (4) Japla (Bihar)
 (5) Vijayawada (Andhra Pradesh).
 (6) Dalmia Dabri (Haryana)
 (7) Ammasandra (Mysore)
 (8) Sankaridrug (Madras)
 (9) Jamul (Madhya Pradesh)
 (10) Porbandar (Gujarat)
 (11) New Units/expansions.

(b) The current packing charges, fixed in consultation with Government, are Rs. 19.50 per tonne of cement (i.e. for 20 new as well as serviceable second hand D.W. Heavy Cees jute bags in the ratio of 2:1).

(c) This will vary from time to time depending on the prevailing market quotations for jute bags and from producer to producer depending on the arrangements each individual producer may have made with the sellers of jute bags.

(d) The Tariff Commission examined the costs of cement production last in 1961 and reported on the fair prices payable to the cement producers. The packing charges are also fixed every quarter, as recommended by the Tariff Commission, on the basis of the average of the daily quotations for jute bags over a period of nine months preceding each quarter.

Over-Bridge at Kalol Station

3536. Shri D. E. Parmar:
 Shri S. M. Solanki:
 Shri Bhanuchandra J. Amin:

Will the Minister of Railways be pleased to state:

(a) whether there is a proposal for an over-bridge at the southern crossing at Kalol (M.G.) station yard on

the Western Railway to give relief to about eight thousand people residing on the other side of the Railway station;

(b) if so, when the proposal is likely to be implemented; and

(c) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Foonacha): (a) Yes, there is a proposal from Kalol Municipality for construction of a foot-overbridge across the railway lines at the southern end of Kalol Station, for the exclusive use of the pedestrians in the area.

(b) Under the rules, the costs of such a facility, the need for which has arisen after the railway line was opened to traffic and as a result of subsequent developments in the area, are required to be borne by the authority requiring the facility.

Accordingly the Railway has already asked the Municipality to agree to bear the cost of the proposed foot-overbridge and to deposit the necessary fees with the Railways for preparation of plans and estimates. Response from the Municipality is however still pending.

(c) Does not arise.

Over-Bridges at Gir-dharnagar and Asarwa Railway Crossings

3537. Shri D. E. Parmar:
 Shri S. M. Solanki:
 Shri Bhanuchandra J. Amin:

Will the Minister of Railways be pleased to state:

(a) whether there are proposals for the construction of over-bridges or putting up any other device at Gir-dharnagar and Asarwa railway crossings on the Ahmedabad-Mehsana and Ahmedabad-Prantij Sections respectively of the Western Railway in Ahmedabad city to give relief to the public who have to wait for a considerable time;