

June, 1977 regarding Varkala Station and state:

(a) whether Government have taken a final decision regarding the proposal for extension of the platform shelter and construction of a foot over bridge at Varkala Railway Station in Kerala;

(b) if so, the details thereof and the actions taken thereon; and

(c) if not, the reasons for the delay in taking the decision?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) and (c). Extension of cover over platform is not considered justified for the present level of traffic.

Provision of foot over bridge is accepted and the work is expected to be completed in 1978-79.

**Traffic handled at Tundla Goods Shed**

2785. SHRI VESHWAR HEMRAM: Will the Minister of RAILWAYS be pleased to state:

(a) the traffic handled at Tundla Goods Shed as per individual items of schedule by the Cooperative Society holding handling contract during the period January, 1975 to August, 1977 month-wise, separately and the amount of handling bills submitted monthly;

(b) the monthly value on which the contract was originally awarded to the Society;

(c) whether Government are aware that certain items of Schedule were/are being systematically manipulated to the disadvantage of the Railway Administration in collusion with certain Railway Employees to realise unintended payment; and

(d) the total amount of unintended payment drawn by the Society up to August, 1977 and the action taken against the persons held responsible therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1272/77].

(b) The contract was originally awarded in 1970 at monthly evaluation of Rs. 4495.21.

(c) No.

(d) Does not arise.

**Derailment of Kanpur-Allahabad Train at Bindki**

2786. SHRI RUDRA SEN CHAUDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether during the Safety Fortnight launched on Allahabad Division of the Northern Railway, a Down Kanpur-Allahabad Passenger derailed at Bindki Road around 4 P.M. on 3rd November, 1977;

(b) whether bogies attached with the train were carefully and properly examined by the TXR staff at Kanpur before the train left for onward journey towards Allahabad;

(c) what was the cause of derailment and the loss sustained by the Government together with number of passenger injured/killed and the amount of compensation paid to them; and

(d) whether Government propose to change whole lot of Officers owing to whose slackness and mismanagement, there has been abnormal increase in accidents and derailments taking place on Allahabad Division and the passengers are feeling unsafe while travelling by train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The bogies attached with the train were given the normal safe to run examination at Kanpur Central before the train left for onward journey towards Allahabad.

(c) The accident was due to the tyre of the south side wheel of leading trolley of the coach marshalled 4th from the train engine coming off its rim.

The cost of damage to railway property has been estimated at approximately Rs. 50,500.

No one was killed. One person sustained only trivial injuries and he continued the journey by the same train after first aid was rendered on the spot. No compensation has been paid.

(d) The number of accidents to trains including derailments on Allahabad Division between April and November 1977 were less than in the corresponding period of 1976. There has, however, been a recent reshuffling of Officers in various divisions to streamline the administrative machinery.

**Profits earned by M/s Sandoz, M/s Pfizer and M/s Glaxo**

2787. SHRI SURENDRA BIKRAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the net profits earned by M/s. Sandoz, M/s. Pfizer and M/s. Glaxo during the last three years;

(b) the amounts repatriated by these firms to their principals during each of these three years in the name of technical know-how, royalty, H.O. expenses etc.; and

(c) what action Government have taken/proposed to take to see that repatriation of moneys abroad by drug firms is restricted to minimum necessary?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) Net profit earned (in Rs. lakhs)

(i) M/s. Sandoz	1974	55.00
	1975	69.00
	1976	79.00

(Period ending 31st December)

(ii) M/s. Pfizer	1974	152.16
	1975	166.63
	1976	236.46

(Period ending 30th November)

(iii) M/s. Glaxo	1974	138.85
	1975	148.63
	1976	205.65

(Period ending 30th June)

(b) Amounts repatriated as Dividends, Technical Know How, Royalty, H.O. expenses etc. (Rs. in lakhs).

(i) M/s. Sandoz	1973-74	9.79
	1974-75	Nil
	1975-76	25.86

(ii) M/s. Pfizer	1973-74	65.61
	1974-75	18.71
	1975-76	15.60

(iii) M/s. Glaxo	1973-74	156.88
	1974-75	Nil
	1975-76	62.84

(c) Reduction in the foreign equity holdings and hence consequently reduction in the percentage of income repatriated by foreign drug manufacturing firms is obtained through the following two measures:—

(a) Under Section 29 of the Foreign Exchange Regulation Act, foreign drug manufacturing companies having foreign equity more than 40 per cent are required to reduce their foreign equity to a level not exceeding 74 per cent or some intermediate level between 40 per cent and 74 per cent depending on the nature of their total activities; and

(b) By the scheme of dilution of foreign equity announced by the Government in February, 1972 whereby companies having foreign equity exceeding 51 per cent and expanding their activities are required to induct Indian capital upto prescribed levels of the cost of the expansion. Conditions for diluting equity holdings as per this formula are invariably being imposed while granting expansion in manufacturing activities to such companies.