

(d) When considering the tenders all factors were duly taken into account including the experience with the highest bidder when he held this contract previously and it was decided by the Railway Administration to award the current years contract to the second highest bidder.

Durgapur Alloy Steel Project

3293. Shri Alvares: Will the Minister of Steel and Mines be pleased to state:

(a) whether the commissioning schedule of the Durgapur Alloy Steel Project has been delayed from time to time;

(b) if so, the number of times the original schedule has been revised;

(c) whether it is a fact that the suppliers of plant and equipment for the Alloy Steel Project have claimed extra charges for the delay in completion of the plant;

(d) if so, the amount demanded by them; and

(e) whether any analysis has been made about the cause of the delay, and the ultimate effect on production, and the loss which will entail in terms of money both rupees and foreign exchanges?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). The construction schedule as in the Agreement between Hindustan Steel and Japanese Consortium drawn up on 16th September, 1963 has been revised once and formal amendment of the agreement to this effect was accepted by Hindustan Steel on 16th February, 1965.

(c) and (d). Yes, Sir. The amount claimed for additional administration expenses in India by the Japanese Consortium was Rs. 976,560. Messrs Amco Furnace Contractors Ltd. of Canada have also claimed Rs. 3.17 lakhs plus Rs. 16,300 for every month

of delay. These claims have not been accepted by the project authorities.

(e) Extension in the construction schedule has been mainly due to the delay in the fabrication of steel structurals and also delay in their erection because of labour trouble. There was also some delay in the supply of technical data by the Consortium of equipment suppliers from Japan. This and heavy rains last year further contributed to the slowing down of civil engineering work in some important sections of the project. Except that production will now start a little later, no other direct loss in production is at present anticipated.

No analysis of financial implications has been made as yet. It is however expected that this postponement will not entail much extra expenditure.

Furnaces of Durgapur Alloy Steel Factory

3294. Shri Alvares: Will the Minister of Steel and Mines be pleased to state:

(a) whether the three electric furnaces of the Durgapur Alloy Steel Project factory were commissioned before the end of 1964 as announced by the General Manager in a statement to the "Stateman", Calcutta, on the 19th August, 1964;

(b) whether one of the furnaces was switched on by the Minister of Steel;

(c) whether it was done according to schedule and what is the capacity of this furnace; and

(d) the total capacity of all the three furnaces?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes Sir.

(b) The three electric furnaces which were initially energised in December, 1964 were formally inaugurated by the Minister of Steel and Mines on 23rd January, 1965.

(c) Yes Sir, as per revised schedule.

(d) The commissioning of the furnaces is according to the revised schedule. Of the three, one is an arc furnace with a capacity of 10 tons and the other two are induction furnaces with capacities of 2 tons and $\frac{1}{2}$ ton each.

Setting up of Industries in Iran, Ceylon and Nepal

3295. { Shri Vishwa Nath Pandey:
Shri Rameshwar Tantia:

Will the Minister of Commerce be pleased to state:

(a) whether Government have approved the setting up of some industries in Iran, Ceylon and Nepal in cooperation with some Indian parties; and

(b) if so, the number of such industries, when they are going to be set up and the terms thereof?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes Sir.

(b) 8 proposals for establishing Joint Industrial Ventures in these countries, from Indian parties, have so far been approved by Government. Some of these projects are already in operation while the others are in various stages of implementation. The Indian participation is, usually, on minority basis and in the form of supply of machinery, equipment and technical know-how from India.

Accident at Rajhara Mine

3296. { Shri Daji:
Shri Indrajit Gupta:
Shrimati Benu Chakravarty:

{ Shri Prabhat Kar:
Shrimati Vimla Devi:
Shri S. M. Banerjee:

Will the Minister of Steel and Mines be pleased to state:

(a) whether it is a fact that in 1964 the Locomotive at Rajhara Mine met with a serious accident;

(b) the number of trips the locomotive was made to work;

(c) the number of trips laid out as maximum permissible; and

(d) the loss incurred due to the accident?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Two locomotives and four dump cars were derailed at the catch siding of the Rajhara Ore Mines on the 10th June, 1964, resulting in damage to both the locomotives and the two dump cars.

(b) and (c). Of the seven locos at Rajhara, four or five locomotives are assigned to the Quarry Group. Usually, 30-36 trips are planned daily for the locos in the Quarry Group which are required to make trips according to the raising in the quarry and the working of the Crushing Plant and the Screen. There is nothing like a maximum number of trips assigned to each loco. Each loco is expected to work 6-7,000 hours before overhaul. The two locos which had met with the accident had done substantially less than this at the time of the accident.

(d) The accident interrupted production in the Mines for about 2-3 days, but did not tell on the annual production.

पूर्वोत्तर रेलवे के मुख्यालय में हिन्दी का प्रयोग

3297. श्री रजजय सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के मुख्य कार्यालय दिल्ली के कितने अनुभागों में साठ प्रतिशत