

श्री एल० एन० मिश्र : माननीय सदस्य ने जो प्रश्न किया था वह फेडरेशन आफ इंडियन चैम्बर्स आफ कामर्स के एक पम्फलेट के आधार पर था। यह उसमें भिन्न बिल्कुल दूसरा प्रश्न कर रहे हैं। इसके संबंध में मैं यह कहूँ कि जो भी योजना होती है जो भी हमारे पास ज्वाइंट वेन्चर्स के आते हैं उनके साथ जर्त रखते हैं कि पूंजी कितनी लगनी चाहिए और कितने दिन में पूरे करने होंगे। माननीय सदस्य को जानकर खुशी होगी कि लगभग 126 ज्वाइंट बँचर्स हमने मजूर किए थे। उनमें से 28 तो प्रोडक्शन में चले गए हैं और 61 वैरियम स्टेज आफ इम्प्लीमेंटेशन में हैं। 37 को हमने एवंडन किया है। कुछ में काफी अच्छी प्रगति हुई है।

श्री राम सहाय पांडे श्रीमान्, मैं जानना चाहता हूँ कि जो प्रोजेक्ट आपने संयुक्त बेंचर में लिए हैं उनसे किम मात्रा में आपने स्वीकृति ले ली है कि उतना एक्सपोर्ट करना उनके लिए अनिवार्य होगा ?

श्री एल० एन० मिश्र : ज्वाइंट वेन्चर्स तो बाहर से होते हैं, एक्सपोर्ट करने का वायदा हम उनसे कैसे ले सकते हैं। दूसरे देशों में जो कारखाने खड़े करते हैं, उनको ज्वाइंट वेंचर्स कहते हैं ?

Earnings from Railway Freight Traffic

*41. SHRIMATI JYOTSNA CHANDA: Will the Minister of RAILWAYS be pleased to state :

(a) whether any improvement has been made in revenue earnings from Railway freight traffic in the first quarter of the current financial year; and

(b) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a), the earnings from Railway freight (i. e. goods)

traffic in the first quarter of 1971-72 were about Rs. 5 crores more than those in the corresponding period of 1970-71, but they fell short of the budgetary anticipations by about one crore of rupees.

(b) The shortfall has been mostly due to less than anticipated loading of coal from Bengal-Bihar coal-fields and less than anticipated movement of general goods traffic to and from the Eastern sector of the country on account of dislocations in train services. Traffic in iron ore also fell short of anticipation.

SHRIMATI JYOTSNA CHANDA : I want to know this from the hon. Minister. Just now the hon. Minister has stated that the shortfall is because of less movement in the traffic to and from the North Eastern region. I want to know why this is so, I want to know why the train services and wagon movement are not utilised properly towards Eastern India, that is, Assam and Tripura ?

SHRI K. HANUMANTHAIYA : It is expected to improve from this month onwards. But, the real reason for the shortfall is not within the control of the Railways. It is connected with the law and order situation and also lower production in the steel plants. Iron ore has not been exported in sufficient quantity. So there are so many factors.

WRITTEN ANSWERS TO QUESTIONS

Wagons required for movement of Coal from Collieries in Bihar

*38. RAJMATA KRISHNA KUMARI JODHPUR : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of wagons required daily for the movement of accumulated pit-head stocks of coal as also the current production from the collieries in Bihar;

(b) the total number of wagons being provided by the Railways daily; and

(c) the extent to which the shortage of wagons has hampered industrial production of the country ?

THE MINISTER OF RAILWAYS (SHRI K. HA UMA THAIYA) : (a) to (c). Total coal production from the collieries in Bihar from April to July 71 (latest figures available with this Ministry) has been 10.20 million tonnes, including 5.12 million tonnes coking coal and 5.08 million tonnes non-coking coal. How much of this production does not require rail transport due to the collieries' own consumption, quantity consumed in the production of hard coke and soft coke, unconsumable rejects from the pit mouth washeries and coal moving by the other modes of transport etc. is not known to this Ministry. The level of production in the first four months of the year would require loading of about 4000 wagons a day to clear the entire production by rail. Allowing for other modes of transport, rail despatch requirements will be about 3800 wagons a day.

The stocks of coal in the Bihar fields at the end of July 71 were 5.59 million tonnes against 3.66 million tonnes at the end of March 70, which can be assumed to be normal. The number of wagons required per day to clear the accumulated pithead stocks would depend upon the period over which the excess stocks are to be cleared.

The number of wagons loaded from collieries and washeries in Bihar from April 1971 are as under

April	3,544
May	3,444
June	3,231
July	3,404
August	3,834
September	3,480
October	3,525

The information regarding the extent to which the shortage of wagons has hampered industrial production in the country is not readily available with this Ministry. According to the information available production of major industries like steel plants, power houses etc. have not been affected as particular care was taken to meet their essential demands.

मेवे के आयात व्यापार को अपने हाथ में लेना

*42. डा० संकटा प्रसाद : क्या विदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मेवों के गैर-सरकारी आयातकर्ता अत्यधिक लाभ कमा रहे हैं;

(ख) क्या सरकार का विचार इस व्यापार का अपने हाथ में लेने का है; और

(ग) यदि हाँ, तो इसका पूर्ण व्यौरा क्या

विदेश व्यापार मन्त्रा (श्री एल० एन० मिश्र) : (क) से (ग). मेवों तथा खजूरों पर लाभ की गंजाइज, अन्य कारणों के साथ-साथ भारत में उनकी माँग और प्रतिबंधित आयातों के कारण वास्तव में बहुत अधिक है। सरकारी उपक्रम अथवा उपक्रमों के माध्यम से मेवों तथा खजूरों के आयात के मार्गीकरण का प्रश्न गत कुछ समय से सक्रिय रूप से सरकार के विचाराधीन रहा है। इसके संबंध में अन्तिम निर्णय निर्यातक देशों—अफगानिस्तान और ईरान तथा ईराक को सन्नाह लेकर शीघ्र ही ले लिया जायगा।

Foreign Exchange Earned through Jute and Tea

*43. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of FOREIGN TRADE be pleased to state :

(a) the actual foreign exchange the country has earned through Jute and Tea in the year 1970-71;

(b) whether due to the recent floods in some parts of West Bengal and Bihar and the shortage of coal wagons in Duars, North Bengal and Assam, the jute and tea trade in the foreign market has been affected; and