

THE MINISTER OF COMPANY AFFAIRS (SHRI K. V. RAGHUNATHA REDDY): (a) A study of companies belonging to Birla group and another big industrial house indicates that a major portion of their audit work is being done by a few firms of auditors.

(b) and (c) Detailed particulars of auditorship in different companies are still being collected in order to decide upon the precise steps, if any, which should be taken in the matter.

#### BOKARO STEEL PLANT

\*156. SHRI A. G. KULKARNI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether any action has been taken on the adverse comments made regarding Bokaro Steel Plant in the 68th Report of the Committee on Public Undertaking;

(b) the final outlay on the Bokaro Steel Plant and whether the cost of installation per ton compares favourably with the present world trend in such establishments; and

(c) the time schedule of commissioning Bokaro Steel Plant?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : (a) All comments and recommendations of the Committee on Public Undertakings are under careful study and consideration.

(b) The work on the Second Stage of Bokaro for creation of a capacity of 4 million ingot tonnes has been taken in hand only recently and the final estimates of cost have not yet been worked out. However, the total investment for the entire Project upto the 4 million stage has been estimated tentatively at Rs. 1090 crores, working out to a little less than Rs. 2500 per ingot tonnes of steel, after making due allowance for the production of nearly 900,000 tonnes of pig iron for sale. In view of the presence of a number of variable fac-

tors, international comparisons of investment per tonne are neither feasible nor meaningful.

(c) According to the accepted schedule, the erection of the First Blast Furnace complex will be completed by December 1971 and the entire Stage I for a capacity of 1.7 million ingot tonnes by March 1973. The time schedule for the construction of the Second Stage has not yet been formulated.

#### पटना और हटिया, रांची, टाटानगर और भिलाई के बीच सीधी गाड़ी

\*157. श्री जगदम्बी प्रसाद यादव : क्या रेल मंत्री 2 मार्च, 1970 को राज्य सभा में अतारंकित प्रश्न संख्या 436 के दिये गये उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पटना से केवल एक गाड़ी रात्रि को चलती है जो हटिया, रांची, बोकारो, टाटानगर और भिलाई के इस्पात नगरों को मिलाती है और इस सम्बन्ध में जनता की जोरदार मांग के बावजूद इस मार्ग पर रेल सेवा में कोई वृद्धि नहीं की गई है ; और

(ख) क्या यह भी सच है कि उपरोक्त इस्पात नगरों और साहेबगंज-क्यूल लूप लाइन के स्टेशनों के बीच कोई सीधा रेल मार्ग नहीं है; यदि हाँ, तो क्या निकट भविष्य में ऐसी सीधी रेल सेवा की व्यवस्था किये जाने की सम्भावना है ?

†[DIRECT TRAIN BETWEEN PATNA AND HATIA, RANCHI, TATANAGAR ETC.

\*157. SHRI J. P. YADAV : Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question No. 436 given in the Rajya Sabha on the 2nd March, 1970 and state :

(a) whether it is a fact that there is only one night train from Patna

† [ ] English translation.

linking the steel cities of Hatia, Ranchi, Bokaro, Tatanagar and Bhilai and no increase in the train services on that route has so far been made in spite of strong public demands in regard thereto; and

(b) whether it is also a fact that there is no direct train connection between the above-mentioned steel cities and the stations on the Sahebganj-Kiul loopline; if so, whether such direct train services are likely to be provided in the near future ?]

रेल मंत्री (श्री गुलजारीलाल नन्दा) :

(क) जिन इम्पात नगरों का जिक्र किया गया है, उनके और पटना के बीच रात के समय दो जोड़ी एक्सप्रेस गाड़ियां चलती हैं। एक जोड़ी गाड़ियां पटना और टाटानगर के बीच और दूसरी पटना और रांची/हटिया के बीच चलती है। पटना और रांची/हटिया के बीच ये गाड़ियां केवल 6 वर्ष पहले यानी 1-4-64 से चलाई गयीं। भिलाई और पटना के बीच कोई सीधी गाड़ी नहीं है।

(ख) यह सच है कि इन इम्पात शहरों और साहबगंज-किऊल लूप लाइन के स्टेशनों के बीच कोई सीधी गाड़ी नहीं है लेकिन दोनों जोड़ी एक्सप्रेस गाड़ियां कियून या गया जंक्शन पर लूप लाइन से आने-जाने वाली गाड़ियों से मेल लेती हैं।

†[THE MINISTER OF RAILWAYS (SHRI GULJARILAL NANDA): (a) Two pairs of night express trains connect Patna with the steel cities so mentioned. One pair runs between Patna and Tatanagar and another between Patna and Ranchi/Hatia. The latter pair was introduced only 6 years ago, viz., from 1-4-64. Bhilai is not connected with Patna by a direct train.

(b) It is a fact that no direct train connects these steel cities with stations on the Sahebganj-Kiul loop line. But both the Express trains maintain connections at Kiul or Gaya Junctions with trains over/and from loop.]

† [ ] English translation.

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#### STEEL PLANT IN ORISSA

\*158. SHRI BANKA BEHARY DAS :  
SHRI CHITTA BASU :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Government of India have examined the feasibility of setting up a steel plant at Talcher in Orissa as recommended by Dastur and Co. in their preliminary project report;

(b) if so, the decision taken by Government thereon;

(c) whether any feasibility study was undertaken about the three places in South India where steel plants are to be established during the Fourth Plan period;

(d) if so, which organisation undertook that study; and

(e) what were their recommendations ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT): (a) to (e). A statement is laid on the Table of the House.

#### STATEMENT

(a) Talcher was one of the sites studied for a pig iron complex, not for a Steel Plant, by Dastur & Co. Government are aware of the possibilities of this site.

(b) There is no proposal at present for a pig iron complex at Talcher.

(c) and (d). No, Sir. Preliminary studies were however made by Dastur & Co., Hindustan Steel Ltd., and British American Steelworks for India Consortium (BASIC) to examine the suitability of various sites for a steel plant in the South. Detailed Project Report was also made for a small plant at Salem by Dasturco.

(e) Dastur & Co. recommended Kanjamalai for a Steel Plant in the Salem region.