

ment (e.g. where the expansion in terms of accretion to the value of assets and production is less than 25 per cent or where the expansion is exempt under section 21(4) of the MRTP Act.)

The Statement on Industrial Policy laid before the Parliament on the 23rd December, 1977 clarifies the Government's policy towards expansion of large houses, price stability, wider dispersal of industries in rural areas and expansion of the role of public sector so as to act as a stabilising force for maintaining essential supplies for the consumer.

There is no evidence to link the implementation of the MRTP Act with sickness in industry, creation of a high-cost economy or having an adverse effect on industrial production. Between 1970-71, when MRTP Act was brought into force, and 1977-78, industrial output grew at an annual compounded rate of growth of 5 per cent. The growth in 1976-77 was 9.5 per cent. During the first six months of the current financial year 1978-79, the rate of growth in industrial production is estimated to be of the order of 8 per cent. It is also not correct to suggest that the implementation of the provisions of the said Act has resulted in creation of shortages in cement, paper and steel. Since the inception of the Act, 24 out of 27 proposals received for the manufacture of cement were approved. Similarly, out of 14 proposals received for the manufacture of paper, 10 were approved. So far as steel is concerned, it is reserved for development in the public sector.

#### **Introduction of Super Fast Trains**

10. SHRI SITARAM KESRI: SHRI BHISHMA NARAIN SINGH;

Will the Minister of RAILWAYS be pleased to state,

(a) what are the details of the super fast trains introduced during

the months of September and October, 1978; and

(b) what are the details of the existing trains which have been speeded up during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A pair of biweekly superfast train named Himagiri Express has been introduced between Howrah and Jammu Tawi from 24th October, 1978.

(b) No trains have been speeded up during September and October, 1978.

#### **Conversion of Manmad-Aurangabad Railway line**

11. DR. RAFIQ ZAKARIA: Will the Minister of RAILWAYS be pleased to refer to the answer to Starred Question 320 given in the Rajya Sabha on the 31st July, 1976 and state the cost of the conversion of the Manmad-Aurangabad Railway line from metre-gauge to broad-gauge and the number of people likely to get employment in connection with work of conversion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): The cost of conversion of the Metre Gauge line from Manmad to Aurangabad to Broad Gauge is estimated at about Rs. 15 crores. About 2,000 labourers are likely to get employment on this project during the working season in the initial stages.

#### **Oil Exploration by ONGC**

12. SHRIMATI LEELA DAMODARA MENON: SHRIMATI HAMIDA HABIBULLAH: SHRI SAWAISINGH SrSODIA:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and Natural Gas Commission plans to spend