

SHRI R. BARUA: May I know whether recently a whole consignment of rails sent to a foreign country came back because of the defective carbon content?

SHRI P. C. SETHI: Recently we have exported to many countries and nothing has been rejected. This is an old case, two years back, when consignment of rails sent to an African country was rejected.

श्री जगन्नाथराव जोशी : क्या यह बात सच है कि रेल की पटरियां जो कि इथोपिया भेजी गई थीं वह स्पेसिफिकेशन के मुताबिक नहीं थीं इसलिए उन्होंने उसे लेने से इंकार कर दिया, यदि हां, तो ऐसा कितना माल है और ऐसे और भी कितने देश हैं जिन्होंने माल लेने से इन्कार कर दिया और साथ ही माल स्पेसिफिकेशन के मुताबिक बराबर उन को पहुंचे इस दृष्टि से क्या कार्यवाही करने का निश्चय किया है ?

श्री प्र० चं० सेठी : मैंने अभी बताया कि चन्द वर्ष पूर्व अफ्रीकन कंट्रीज में जो रेल का माल यहां से गया था उसमें से रिजैक्ट हुआ था। उसके बाद यहां से इंजीनियर्स गये थे और उन्होंने वहां के सब हालात को देखा। उसके बाद से रेल का कोई माल रिजैक्ट नहीं हुआ।

श्री हुकम चन्द कछबाय : वह जो खराब माल तैयार करने के लिए अफसर जिम्मेदार थे उनके खिलाफ सरकार ने क्या कार्यवाही की है ?

MR. SPEAKER: This is a supplementary to a supplementary.

SHRI SRINIBAS MISRA: Is it a fact that a visiting team of Russian experts have made some recommendations regarding improving the export potential of Bhilai steel plant and, if so, would the Minister like to place that recommendation on the Table of the House?

SHRI P. C. SETHI: We had a lot of discussion with the visiting team of Russians.

They are still at a stage where details cannot be divulged. The protocol is to be signed perhaps in a day or two by the Minister of Industries which will give all the details.

SHRI RANGA: In view of the fact that the higher and rising percentage of rejects speaks very ill of our efficiency and of our inspection staff also, which is supposed to be independent of the management there, and in view also of the fact that they have already installed some machinery which would be testing the strength of the steel, why is it that government have neglected this matter for such a long time and only now they are trying to take some important steps in order to improve the quality of our steel? Is it not a fact that as and when they develop production, simultaneously they see to it that there would be experts who would be examining the quality of it, that there would be machinery also for examining the quality? It speaks very ill indeed of the efficiency and competence of the staff if these rejects were to go on at such a high percentage after so many years of production.

SHRI P. C. SETHI: I have already admitted that there is case for improvement as far as the rejects are concerned.

SHRI RANGA: What do you mean by saying that there is case for improvement? From the very beginning there should not be so much.

SHRI P. C. SETHI: When you have to do specialised production, for example, rail wheels, which are being produced in Durgapur, the percentage of rejects in the initial stages was about 40 per cent but now it has come down to 18 per cent. That itself shows that constant effort is being made to improve the quality.

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* 788. श्री राम स्वर्ण्य बिश्वाची :

श्री भारत सिंह चौहान :

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) देश में विभिन्न रेलवे प्रशासनो के

प्रधीन इस समय बिछाई जा रही रेलवे लाइनों का ब्यौरा क्या है ;

(ख) बिछाई जा रही नई रेलवे लाइनों का कितना काम पूरा हो चुका है और प्रत्येक रेलवे लाइन का काम कब तक पूरा हो जाने की सम्भावना है ;

(ग) क्या यह सच है कि कुछ स्थानों पर काम की प्रगति बहुत धीमी है; और

(घ) यदि हां, तो इसके क्या कारण हैं और काम शीघ्र पूरा करने के लिए क्या कार्यवाही की जा रही है ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARI-MAL GHOSH): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2734/68].

श्री राम स्वल्प विद्यार्थी: मन्त्री महोदय ने एक विवरण सभा पटल पर रखा है। सेन्ट्रल रेलवे और नार्दन रेलवे पर नई रेल लाइनें बन रही हैं। अध्यक्ष महोदय आप देखेंगे तो पता लगेगा कि डिटेल्स आफ टारगेट जहां मांगा गया है वहां कहा गया है कि नाट यैट फिक्स्ड और कही प्राविजनल फिक्स किया है। मैं जानना चाहता हूं कि जब आप योजना बनाते हैं नई रेलवे लाइन डालने की तो क्या आप इस प्रकार का आयोजन नहीं करते हैं कि कब तक वह समाप्त हो जाएगी ?

दूसरी बात में यह जानना चाहता हूं कि क्या रक्षा मन्त्रालय से आपके पास राजस्थान बोर्डर और पंजाब बोर्डर पर कुछ नई रेलवे लाइनें डालने की योजना आई है और यदि आई है तो उसके लिए आपने क्या कुछ किया है ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): The two railways are the Singrauli-Katni Rail Link and the Hindumalkot-Sriganganagar line. As regards the first line, 75 per cent of the work has been completed; the remaining portion of the work

would be completed in due course of time. In the mean time the expected traffic has not generated there. Therefore a new appraisal is being made as regards the scheduling of the works programme.

As regards the Hindumalkot-Sriganganagar sector, work has been taken up. There was some difficulty between us and the State Government in certain matters. That has now been settled. The Railways themselves will take up the entire work and it is expected to be completed a little ahead of the scheduled time; as such it is provisionally fixed now.

SHRI RANGA: This is a security project, is it not ?

श्री राम स्वल्प विद्यार्थी: राजस्थान और पंजाब बोर्डर पर रक्षा मन्त्रालय द्वारा सुरक्षा की दृष्टि से लाइन डालने के बारे में कुछ सुझाव आए हैं और यदि आए हैं तो उनके बारे में आप ने क्या किया है ?

SHRI C. M. POONACHA: These matters are examined in great detail by the Defence Ministry and we are always guided by their advice and indications.

श्रीमती लक्ष्मीकान्तम्मा: भद्राचलम बैलाडीला लाइन का सर्वे हुआ था। मैं जानना चाहती हूं कि इसकी क्या प्रगति हुई है और देर क्यों हो रही है ?

SHRI C. M. POONACHA: A survey of this line was conducted and the survey results indicated that the investment will not be remunerative enough. A further study is being made because the transport of iron ore from Bailadila sector is in the direction of Vizag Port which is going to be developed to handle as much as 6 million tonnes of exports per annum. This may go up to 10 to 12 million tones per annum if the outer labour scheme at kizag is implemented. After meeting that requirement only additional transport facilities in this sector will have to be thought of. Therefore this new line is under consideration for the time being and we have not taken any final decision.

श्री गुणानन्द ठाकुर: पहले तो आश्वासन दे दिये जाते हैं लेकिन बाद में

मन्त्री महोदय जो कुछ कहते हैं, उसको देखते हुए शक होने लगता है कि क्या उन आशवासनों को पूरा भी किया जाएगा या नहीं किया जाएगा। नई रेलवे लाइनों की यहां बात हो रही है। लेकिन दूसरी तरफ पुरानी रेलवे लाइनें हैं और उनके सिर्फ रिकलेमेशन का सवाल है। उनका उद्घाटन भी हो जाता है। डा. राम सुभग सिंह जी बैठे हुए हैं, उनसे आप पूछ भी सकते हैं। उद्घाटन भी हो जाता है। इसको देखते हुए मैं स्पेसिफिकली पूछना चाहता हूं कि मंत्री महोदय डेट बतायें कि जब यह सुपोल प्रतापगंज रेलवे लाइन रिकलेम हो जाएगी? इसको कब तक आप रिकलेम करने जा रहे हैं?

अध्यक्ष महोदय, हमारा बोर्ड का इलाका है। उत्तर बिहार हर दृष्टिकोण से पिछड़ा हुआ है और उसका जो नेपाल की ओर का इलाका है वह तो और भी पिछड़ा हुआ है। नेपाल के बोर्डर पर बीरगंज की रेलवे लाइन है कोसी योजना की। उस रेलवे लाइन को पहले भी कोसी योजना में स्वीकृति मिली थी। बिहार सरकार ने भी इन्हें उसके बारे में लिखा है। मैं जानना चाहता हूं कि कब तक सरकार उस रेलवे लाइन को पूरा करने जा रही है?

SHRI C. M. POONACHA: This is in respect of restoring some dismantled lines in Bihar area. A section of that line has been restored and the restoration of the other section is under consideration.

SHRI CHINTAMANI PANIGRAHI: The hon. Minister, in his statement, has stated that the Cuttack-Paradip rail link had been sanctioned in December, 1967. This is December, 1968. Nearly one year has elapsed. I would like to know from the hon. Minister as to what is the total acreage of land which is required for construction of this line and whether the State Government has, during one year, made available at least one acre of land to the railway authorities for starting construction, because before Orissa there are only two programmes, generating mass unemployment and private

profit. I would request the hon. Minister to ask the State Government to immediately hand over the land for construction.

SHRI PARIMAL GHOSH: The construction of this line had been sanctioned in the year 1967. Actually, the matter of land acquisition has been referred to the State Government. They have so far handed over only a very small portion of the area and for that, we have already made the necessary arrangements. For the rest of the area, the acquisition proceedings are going on. No land has so far been handed over to the railways. Unless and until the land is handed over to the railways, the necessary construction work can be taken up.

SHRI SURENDRANATH DWIVEDY: What is your expectation?

SHRI PARIMAL GHOSH: That depends on the State Government.

श्री अटल बिहारी वाजपेयी : प्रतिवर्ष हजारों यात्री कन्याकुमारी के दर्शनों के लिए जाते हैं। जब से शिला पर विवेकानन्द के स्मारक का उद्घाटन हुआ है, यात्रियों की संख्या बढ़ गई है। लेकिन टिन्नैवेली से ले कर कन्याकुमारी तक अभी तक कोई रेलवे नहीं है। क्या सरकार इसको प्राथमिकता दे कर बिछाने का निश्चय करेगी?

SHRI C. M. POONACHA: As regards this particular Tinneveli-Kanya Kumari line and also Nagarcoil-Trivandrum line, we are conducting some surveys, and after the survey reports are received a decision will be taken in the matter.

SHRI THIRUMALA RAO: I think I heard the hon. Minister saying that Bailadila-Badrachalam movement is held up. Is the hon. Minister aware that the line capacity between Bailadila and Vizag is not sufficient to lift 6 million tonnes of coal? Is he aware of the proposal of the Metals and Mines Corporation that a port to the south of Vizag, that is, Kakinada can be developed and the railway line has to be investigated so that coal may be carried from Bailadila-Badrachalam to Kakinada? Has he got that in view?

SHRI C. M. POONACHA: This depends upon the other study as regards the location of another port to handle the bulk of ore export; whether it would be Varoha estuary or Kakinada, that matter has not been finally decided.

SHRI K. RAMANI: Long before a survey was conducted to have a new line between Satyamangalam and Chamarajanagar between Madras and Mysore States. I would like to know from the hon. Minister whether the Government is having that project under consideration and whether they are proposing to have a new line in this area because there is no other railway line here between these two States.

SHRI C. M. POONACHA: A survey was conducted, but the survey studies revealed that this line would not be remunerative enough. We have suggested to the Southern Railway a review and reappraisal of their studies, of the survey that was conducted long back.

SHORT NOTICE QUESTION

Refugees in Goalpara District (Assam)

SNQ 13. SHRI DHIRESWAR KALITA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether it is a fact that the Relief and Rehabilitation Commissioner, Government of Assam, visited the Matia Refugee Camp in Goalpara District (Assam) on the 6th December, 1968;

(b) whether it is a fact that the houses of these refugees were set on fire on the same day;

(c) if so, whether any enquiry has been made by Government in this connection; and

(d) the steps taken to rehabilitate these refugees on permanent basis?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI D. R. CHAVAN): (a) and (b). According to the information received from the Government of Assam, the Rehabilitation Commissioner of the Assam Govt. visited Matia refugee

camp in Goalpara District on 6-12-68. According to the report of the State Government, one of the huts of the Matia group of camps was set on fire by some miscreants, believed to be migrants. The fire was put out immediately by the Relief and Rehabilitation Commissioner, Assam State, with the help of local police.

(c) The State Government have expressed the view that no enquiry is necessary.

(d) In view of the Assam Government's inability to find land for the rehabilitation of more than 12,000 migrant families in Assam, steps have been initiated to resettle, outside the State, about 4,700 families who are at present residing in the relief camps in Assam and are in excess of the 12,000 families mentioned above.

SHRI DHIRESWAR KALITA: I have heard the hon. Minister patiently. There is one telegram from Shri Saratrava, M. L. A., which reads as follows:—

"Rehabilitation Commissioner himself insulted Maidens of Didhabari Matia Refugee Camps and set fire to the houses of Refugees on sixth December beyond imagination. His undemocratic action protested. Provocation continues. Military circulates in the camps. Immediate action solicited."

Then, I would like to quote from the *Assam Tribune* of 8th December. . .

MR. SPEAKER: You need not read out the whole thing.

SHRI DHIRESWAR KALITA: I shall read only the relevant portion. Here it is said:

"Official sources admitted that there was great panic in the camp as soon as the police appeared there, and scores of refugees fled to the jungles."

On 6th December, the Rehabilitation Commissioner, MR. I. S. Ingty, went there—I do not know on whose behalf he went there—with C. R. P. Force; they set fire to those houses; and a special train was also arranged to take those people to Dandakaranya. In that camp there are already 20,000 refugees. The very word, 'Dandakaranya', sends a shiver