

LOK SABHA DEBATES

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LOK SABHA

Tuesday, April 23, 1963/Vaisakha 3,
1885 (Saka)

The Lok Sabha met at Eleven of the
Clock

[Mr. Speaker in the Chair]

MEMBER SWORN

Mr. Speaker: Secretary may call out the name of the Member who has come to make and subscribe the oath or affirmation under the Constitution.

Secretary: Shri Parasottamdas Hari-
bhai Bhil.

Mr. Speaker: The Minister of Parli-
amentary Affairs may introduce the
Member to the House.

**The Minister of Parliamentary
Affairs (Shri Satya Narayan Sinha):**
Sir, I have great pleasure in introduc-
ing to you, and through you to the
House, Shri Parasottamdas Haribhai
Bhil, who has been returned to Lok
Sabha from Dohad constituency of
Gujarat in the vacancy caused by the
death of Shri Hirabhai Kunverbhai
Baria.

Shri Parasottamdas Haribhai Bhil
(Dohad).

11.01 hrs.

ORAL ANSWERS TO QUESTIONS

Freight Rates of Ships

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*986. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:
Shri M. L. Dwivedi:

Will the Minister of **Transport and
Communications** be pleased to state:

378 (Ai) LSD—1.

(a) whether it is a fact that freight
rates of Indian Ships are higher than
those of foreign ships;

(b) if so, the reasons therefor; and

(c) whether the Shipping Compa-
nies are facing any difficulty on this
account?

**The Minister of Shipping in the
Ministry of Transport and Communi-
cations (Shri Raj Bahadur):** (a) No,
Sir.

(b) and (c). Do not arise.

Shri Subodh Hansda: In reply to
part (a) of the question, the hon.
Minister has stated "No, Sir." If it is
so, may I know why Burma and
other countries have refused to char-
ter Indian ships?

Mr. Speaker: It is for them to
decide. They know the rates.

Shri S. C. Samanta: May I know
whether the freight rates of Indian
ships that are plying on the coastal
areas have been increased?

Shri Raj Bahadur: That was in-
creased as a result of the recommen-
dations of the committee that went
into this question some time ago.

Concrete Sleepers for Railways

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*987. { Shri S. C. Samanta:
Shri S. M. Banerjee:
Shri P. C. Borooah:

Will the Minister of **Railways** be
pleased to state:

(a) whether it is a fact that Gov-
ernment have appointed an Expert
Committee to go into the proposal of
using reinforced cement concrete
sleepers as well as the pre-stressed
concrete sleepers for Railways;

(b) if so, whether the Committee has expressed any opinion in this regard; and

(c) the decision taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) A Director on Special Duty has been appointed to examine the proposal in detail, select a suitable design (or designs) for concrete sleepers, and prepare a project report for their mass production in the country.

(b) Not yet, Sir.

(c) Does not arise.

Shri S. C. Samanta: May I know why this committee has been set up to ascertain whether concrete sleepers may be used when we have all along been using wooden sleepers?

Shri Shahnawaz Khan: Wooden sleepers, particularly those of hard wood, are in short supply.

Shri S. C. Samanta: May I know whether the life and cost of concrete sleepers have been examined?

Shri Shahnawaz Khan: Yes, Sir. This question has been continuously under consideration. The life of this pre-stressed concrete sleepers is from 40 to 50 years. The life of wooden sleepers is about 10 to 15 years.

Shri S. M. Banerjee: May I know whether it is a fact that tenders have been submitted? If so, how many tenders have been submitted and what are the prices offered by the tenderers for the approved varieties and the foreign exchange involved in each, including royalties, if any?

Shri Shahnawaz Khan: The tenders were opened very recently. Some leading countries in Europe who are using concrete sleepers have submitted their tenders. The whole question is under examination.

Shri S. M. Banerjee: The second part of the question has not been answered. I wanted to know the foreign

exchange involved and who offered varieties.

Shri Shahnawaz Khan: There will be practically no foreign exchange involved because the sleepers will be manufactured in this country.

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि हमारे देश में प्रोजेक्ट्स के लिए कहा जाता है तो सीमेंट की कमी बतलायी जाती है, तो इन सीमेंट कांक्रीट स्लैपर्स के लिए क्या सीमेंट का इन्तिजाम कर लिया गया है ?

श्री शाहनवाज खान : जो काम बहुत जरूरी होता है उस को तरजीह दी जाती है । क्योंकि इस काम को बहुत ऊंची प्रायोरिटी है, इसलिए इस के लिए सीमेंट की कोई कमी नहीं होगी ।

Shri Sham Lal Saraf: May I know if opportunities have been provided to the States within the country to augment their supply of these hard wood sleepers and, if so, what attempts have been made?

Shri Shahnawaz Khan: We have made every endeavour to secure the cooperation of State Governments in the supply of hard wood sleepers. The Railway Ministry is grateful for that. We are getting a good response, but in spite of that good response we still need more sleepers.

Dr. K. L. Rao: May I know whether the Government have obtained the report regarding the cost and performance of the concrete sleepers in the foreign countries?

Shri Shahnawaz Khan: That question has been studied in great detail and we have taken steps after that examination.

Shri Bhagwat Jha Azad: The life of sleepers has been put at 40 to 50 years as the hon. Minister stated. We would like to know whether there is any idea by now available with the Min-

istry regarding the comparable cost of the sleepers with the present ones?

Shri Shahnawaz Khan: Yes, Sir. We have got full details regarding the cost. There are there or four different types of sleepers in use by the Indian Railways. About steel sleepers, the life is approximately 35 years and the cost varies between Rs. 30 for metre gauge and Rs. 44 for broad gauge; about cast iron sleepers, the life is 40 years and price is Rs. 27 for metre gauge and Rs. 46 or Rs. 47 for broad gauge; about wooden sleepers, the life is 15 years and the cost is Rs. 25 for broad gauge and about Rs. 13 25 nP for metre gauge; about soft wood, the cost is Rs. 28½ for broad gauge and Rs. 14-1½ for metre gauge; about the concrete sleepers, the prices vary from Rs. 37 to Rs. 69 whether it is broad gauge or metre gauge.

Shrimati Savitri Nigam: May I know if any assessment has been made regarding the requirements of sleepers and if any attempt has been made to see that wooden and other sleepers are not utilised so that steel and wood are saved for other purposes?

Shri Shahnawaz Khan: Our requirements of sleepers on the Indian Railways are to the extent of about 70 lakhs to 75 lakhs per year. We are getting about 25 lakhs or so of wooden sleepers. We are trying to get cast iron sleepers and yet we want more sleepers.

Shri A. P. Sharma: The hon. Minister has said that an officer on special duty has been appointed to examine the use sleepers. May I know whether any time-limit has been fixed for submitting the report?

Shri Shahnawaz Khan: Yes, Sir. The project report is very nearly complete and I hope in the next few days it will be out.

Shri Vasudevan Nair: May I know which countries have given tenders and which is the lowest one?

Shri Shahnawaz Khan: As I said, all the advanced countries in Europe which are using these types of sleepers, like, England, France, Belgium and Germany, have submitted tenders.

Shri Vasudevan Nair: I also wanted to know which is the lowest tender.

Shri Shahnawaz Khan: We are still examining them. It is not known.

Minor Irrigation Schemes

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*988. { **Shri P. Venkatasubbaiah:**
 Shri Bibhuti Mishra:

Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of allocations made to various States for minor irrigation schemes in respect of 1962-63 and 1963-64; and

(b) whether Government have formulated any scheme so that the money earmarked for minor irrigation purposes is fully utilised and the farmers make the best use of the same?

सहाय तथा कृषि मंत्री के सभा-सचिव (श्री शिन्दे) : (क) पूछी गई सूचना का विवरण सभा पटल पर रख दिया गया है। [पुस्तकालय में रखा गया देखिये संख्या एल० टी० ११८८।६३]

(ख) राज्य सरकारों से प्रार्थना की गई है कि वे यह सुनिश्चित करें कि लघु सिंचाई के लिए की हुई सामान्य व्यवस्था और "कृषि कार्यक्रम" शीर्षक के अन्तर्गत होने वाली बचत का उपयोग लघु सिंचाई (जिस में भूमि संरक्षण भी सम्मिलित है) के लिये हो और किसी हालत में भी इन को विवादात्त के अन्य क्षेत्रों के लिए परिवर्तित न किया जाये।

राज्य सरकारों को यह भी सलाह दी गई है कि वे ६ सप्ताह का समय निश्चित करें और यह सुनिश्चित करें कि कृषकों के ऋण सम्बन्धी आवेदन-पत्रों को शीघ्र निपटाया जाये और उन को शीघ्र ऋण दे