

pointed out, was one of diversification. A new sector called the carpet backing cloth was introduced in the Third Plan. Previously our traditional product was hessian and sackings. For the carpet backing, there is what is called a broad loom. Today we have it in much larger numbers than our competitors and the industry has shown this performance. Another new line is being taken up called plastic-lined hessian cloth and sackings. It has also shown a great potentiality. Last year, in what is called self-financing scheme, we gave Rs. 9 crores worth of foreign exchange to this industry to diversify.

Shri Ramanathan Chettiar: What is the total amount given to NIDC., in this industry for modernisation and since the IFC's taking over, what is the amount given by the IFC?

Shri Manubhai Shah: Frankly speaking, I am thoroughly unhappy on the IFC taking over this work. But we have no choice. When a superior body says that it has to be transferred, we are taking a trial. The NIDC gave Rs. 14 crores. If the new system does not work, we have to request the Estimates Committee and others to revise their view and entrust this work back to the NIDC.

श्री काशीराम गुप्त : सरकार या एन० आई० डी० सी० की सहायता के बिना स्वयं देने ही रुपये से जो जूट मिलें आर्गेनाइज्ड हुई हैं और जो आगे होने वाली हैं ऐसी मिलें हैं प्रयत्न नहीं ?

श्री मनुभाई शाह : ऐसी मिलें बहुत कम हैं क्योंकि पैसे की कमी तंगी पड़ती है। इंडस्ट्रियलाइजेशन के बारे में कैपिटल फोरयेसन नहीं हो सकता है जब तक कि सरकार और सरकार के मातहत चलती हुई स्टैटिज लोन न दे।

Shri Daji: What is the total estimated loan required by the NIDC for this modernisation and how much will be contributed by the mills themselves?

Shri Manubhai Shah: The loan requirement, if we have to modernise the whole jute industry plus expansion, will be about Rs. 65 crores, but, for the present, we are only trying to get Rs. 20 crores.

Shri Daji: My question is how much will be contributed by the mills and how much by the NIDC out of Rs. 65 crores.

Shri Manubhai Shah: The general ratio which is kept is half and half. For any loan we give, we expect them to have a matching contribution.

Shri P. G. Sen: How far is the scheme for modernisation of the mills taken outside Calcutta?

Shri Manubhai Shah: Two mills in Kanpur, one in Andhra Pradesh and one, I think, in Bihar.

New Railway Zone in South

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- 118. { **Shri Ramanathan Chettiar:**
Shri D. C. Sharma:
Shri Surendra Pal Singh:
Shri Yashpal Singh:
Shri Vishram Prasad:
Shri P. Venkatasubbalah:
Shri Vishwa Nath Pandey:
Shri Kolla Venkalah:
Shri D. D. Mantri:
Shri Kajrolkar:

Will the Minister of Railways be pleased to state:

(a) whether the Railway Board have decided to set up a new zone in the South with headquarters at Secunderabad;

(b) if so, when;

(c) the areas which would be covered by this new zone; and

(d) how far it is likely to speed up the efficiency in the movement of traffic?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No; yet. The matter

is under active examination with reference to the operational needs of Railways.

(b) and (c). Final decision, as and when taken, will be duly notified.

(d) Organisational changes are introduced as and when necessary to improve the operational and administrative and when necessary to which directly depends the quality of service to rail users.

Shri Ramanathan Chettiar: How long will it take for the Railway Ministry to come to a decision in regard to the formation of the zone?

Dr. Ram Subhag Singh: As I said, the matter is under active examination, and only recently, on 8th July, I think, we have deputed a team of officer of the Railway Board to examine the matter there in Hyderabad, and their report, is being examined and necessary decision will be taken.

Shri Ramanathan Chettiar: Have they come to any tentative conclusion as to what are the areas that will be covered under this zone?

Dr. Ram Subhag Singh: The idea is that two divisions of the Southern Railway and two divisions of the Central Railway would constitute this new zone.

Shri D. C. Sharma: May I know if the question of the creation of a new zone in the South is only under consideration, or whether the whole zonal system of the railways in India is going to be tackled afresh?

The Minister of Railways (Shri S. K. Patil): As a policy decision, for the last several years, we have said that wherever operational and administrative efficiency demands, the zones would be created, and that is why we have, as it will be seen, gone from six to seven and then to eight zones. This would be the ninth, if created. But it all depends upon operational and administrative efficiency.

Shri Surendra Pal Singh: May I know what is the capital expenditure to be incurred to effect this scheme?

Dr. Ram Subhag Singh: That will be examined and later on we will be able to say it.

श्री यशपाल सिंह : क्या सरकार को शोलापुर के इलाके की जनता का रिप्रेजेंटेशन मिला है कि शोलापुर की जनता इस नये जोन में नहीं रहना चाहती है और वह सोनपुर के जोन में ही रहना चाहती है, अगर यह बात सही है तो फिर उन लोगों को इस के लिए क्यों मजबूर किया जा रहा है ?

श्री स० का० पाटिल : सारे लोगों के ऊपर उस का आघार नहीं है बल्कि जोन नये बनाने का आघार यह है कि रेलवेज के लिए क्या अच्छा है ।

Shrimati Yashoda Reddy: The hon. Minister was pleased to say that the matter is under active consideration. May I bring to the notice of the hon. Minister that the former Minister of Railways, Shri Swaran Singh, had almost categorically promised the House that a new zone in Andhra Pradesh would be created and, if so, may I know what are the special or new difficulties which are facing the Government and the Railway Ministry now?

Shri S. K. Patil: So far as that is concerned, Minister after Minister has said so. There is no backing out. It is one thing to say that there should be a zone and quite another thing to demarcate the areas and to do many other things.

Shrimati Yashoda Reddy: It was a necessity to create a zone and she said it was being finalised. That was the assurance.

Shri S. K. Patil: The necessity of zones is there. But it is not merely for Andhra that we are creating it. We are creating it because the

will add to the operational and administrative efficiency.

Shri Kajrolkar: Has the Government received a number of representations from public bodies as well as the Maharashtra Government disapproving of the Sholapur division in the new zone and if so, what action has been taken on it?

Shri S. K. Patil: We get so many representations. Why from Maharashtra Government and Sholapur division alone? There are others also who want to take the railways in their places. Therefore, we do not go by any regional or linguistic considerations in the creation of zones.

Shri Nambiar: In view of the fact that the Southern Railway consists of 8 divisions and 6000 miles, may I know whether it is not necessary to divide it in such a way that not more than four divisions will remain in the extreme south?

Shri S. K. Patil: It is not merely the mathematical proportion of how many zones should be created. It depends on the workload on each railway and efficiency. We are paying attention to every aspect so that what we create will add to the efficiency.

Shri Nath Pai: We, of course, know very well that the hon. Railway Minister is never guided by local, parochial or linguistic considerations.

Mr. Speaker: He should put his question.

Shri Nath Pai: Questions do not become meaningful unless they are explained some times. We know that only operational and administrative efficiency weighs on him heavily. But would he kindly explain to us how the present set-up regarding Sholapur was coming in the way of operational and administrative efficiency and why he thinks it necessary to remove it from the present set-up?

Shri S. K. Patil: I think he has partly answered my question. Because there are these representations, that is why there is delay in considering them very carefully.

Dr. Sarojini Mahishi: In view of the development of the west coast and in view of the fact that Marmagao port is going to be converted into a commercial and naval base, may I know whether the Government is also considering the location of the new central headquarters at Hubli?

Shri S. K. Patil: This is also another thing in support of what I said that everybody wants a zone for his State. But we are considering India as a whole and wherever operational efficiency demands it, we shall have it.

Shri Hem Barua: Is it not a reflection on the Members that the Members are thinking in terms of disintegrating India and it is only the Minister who thinks in terms of India as a whole?

Mr. Speaker: The Minister does not say like that.

Shri Hem Barua: He does not say so, but he implies it.

Shri S. S. More: What will be position of Poona district?

Dr. Ram Subhag Singh: The Sholapur division will be incorporated in this new zone and one of the lines will touch Poona.

Shri A. P. Sharma: At the time of the formation of the zones in 1952, there was a committee appointed for fixing the *inter se* seniority of the staff who used to come from different railways. Here also it appears that certain divisions of certain railways will be taken together. So, is the Government thinking of setting up another committee to fix the seniority of the staff coming from various divisions?

Dr. Ram Subhag Singh: Committee or no committee, the interests of the staff will be properly protected.

श्री शिव नारायण : क्या यह सही है कि सरकार नए जोन बनाने के बजाये नई नई रेलवेज खोल रही है ?

डा० रामसुभग सिंह : इस पर भी विचार किया जाएगा ।

श्री ए० ला० बाबपाल : क्या मैं जान सकता हूँ कि उत्तर रेलवे के मीटरगेज में कोई अलग जोन बनाने का प्रश्न विचाराधीन है ?

अध्यक्ष महोदय : इस समय हम साउथ की बात कर रहे हैं ।

Shri Tulshidas Jadhav: Is the Government aware of the fact that the Railway Corruption Enquiry Committee in its report in 1953 recommended the reduction of the size of the present zones after examining its implications by a small high-power technical committee? In this case has the Government appointed this committee and if no, how is this zone created without this committee?

Dr. Ram Subhag Singh: Actually, the entire matter is being gone into by the technical experts.

Shri Basappa: A representation has been made that Hubli division and Mysore Division should be kept together. Will that be taken into consideration?

Shri S. K. Patil: I could assure the House that all these considerations are causing the delay. But for their consideration there would have been no delay.

Shri M. R. Krishna: May I know whether a technical committee had already gone into these matters earlier and made the recommendation to the Government to create this zone with Secunderabad as headquarters?

Dr. Ram Subhag Singh: That is true.

Shri Alvares: Is it not a fact that when Shri Swaran Singh was the Railway Minister Hubli was originally included in the zone and when Shri Dasappa became the Railway Minister Hubli was eliminated from the zone?

Dr. Ram Subhag Singh: Actually, this zone is to be constituted with four divisions, as I said. They are the main divisions. Minor adjustments can be made later on.

Shri Nath Pai: Are we to assume that Sholapur will have to wait until it has its own Minister to have justice done to it? How could you reconcile the statement of Dr. Ram Subhag Singh about minor adjustments with the tall claim of administrative efficiency made by the Railway Minister? Sir, you must have this explained. He says they can make adjustments as they like. Does it speak for national integration?

Dr. Ram Subhag Singh: Yes.

Shri Nath Pai: How?

Dr. Ram Subhag Singh: Administrative and operational efficiency will be the prime considerations for the creation of a new zone.

Shri Basappa: The Minister here says that the matter is under consideration while the Minister of State says that the decision has been taken? What is the real position?

Dr. Ram Subhag Singh: When did I say that the decision has been taken? I simply stated that we are considering all aspects and a decision will be taken later. In reply to Shri Alvares I said that minor adjustments can be made even after the zone has been created. The question of taking a decision about the zone itself is being examined.

Shri Alvares: My question was about Sholapur. (Interruptions).

Mr. Speaker: Order, order. Let hon. Members ask for a discussion if they are so much interested in this question.

Shri Sonavane: In view of the ever-increasing number of zones in the railways and the top-heavy administration, would the Railway Minister consider the question of appointing a high-powered committee to examine the entire question of re-organisation of the railways, as suggested by the Estimates Committee in 1956-57 in its Nineteenth Report?

Mr. Speaker: It is a suggestion for action.

Shri D. C. Sharma: The disparities or contradictions between the various statements have to be clarified. Some say Shri Swaran Singh did so, some say Shri Dasappa did so and some say Shri Patil is doing so. I feel that the position should be clarified as to what Mr. X did, what Mr. Y did and what Mr. Z is doing.

Shri S. K. Patil: X, Y and Z were doing the same job and there is continuity of policy, so far as this question is concerned.

Steel Plant with Salem Iron Ore

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- Shri Sezhiyan:
 - Shri Vishwa Nath Pandey:
 - Shrimati Savitri Nigam:
 - Shri Kajrolkar:
 - Shri Dharmalingam:
 - *119. Shri Ramanathan Chettiar:
 - Shrimati Renuka Barkataki:
 - Shri T. Subramanyam:
 - Shri Imbichibava:
 - Shri Kolla Venkaiah:
 - Shri Nambiar:

Will the Minister of Steel and Mines be pleased to state the progress made so far in establishing a steel plant based on the Salem Iron Ore and Neyveli Lignite?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): The Detailed Project Report for the Neyveli-Salem Iron and Steel Project which

has been received recently is at present under consideration of the Government.

Shri Sezhiyan: Considering the fact that the steel target for the Fourth Plan is 18 million tons and the potential, including the Bokaro plant, of the existing plants is only 15 and odd million tons, resulting in shortage, and considering the fact that Dastur and Company have given their report which conclusively establishes the economics of that plant, may I know what prevents the Government from taking a final decision about the steel plant at Salem?

Shri N. Sanjiva Reddy: It is true that the technical committee report has been received. But there is a lot of things to be examined before we take up finally the project.

Shri Sezhiyan: The hon. Minister of Steel and Mines is reported to have suggested at Hyderabad on the 9th August that the Chief Ministers of Madras, Mysore and Andhra should confer and agree about the location of the steel plant in the South. May I know whether the location of the steel plant is to be guided by the opinion of the experts committee or it should be left to the bargaining and persuasive powers of the Chief Ministers of the respective States?

Shri N. Sanjiva Reddy: I was only speaking about the competitive spirit which each State was showing. I only said, "It is not desirable; it should be left to the technical people". Therefore, I appealed to the Chief Ministers to help us and not rake up this regionalism.

Shri E. S. Pandey: I want to know whether Bailadilla where a good lot of high-grade iron ore is available has been given any consideration by the Government for putting up the steel plant.

Shri N. Sanjiva Reddy: That aspect will certainly be considered for all