

श्री हुकम चन्द कछवाय : मैं जानना चाहता हूँ कि बाहर से जो लोहा हमारे यहां आता है वह किस भाव से आता है और हम दूसरी जगहों को किस भाव से देते हैं।

श्री मनुभाई शाह : अन्तर्राष्ट्रीय बाजार के भाव से जाता है।

Shri Alvares: What is the grade of iron ore to be exported to Yugoslavia and will Marmagoa harbour shares in this export?

Shri Manubhai Shah: Goa has the highest share out of 3:30 lakhs. The grade will be 65/65, 1:00 lakhs; 62/60 80,000 tons and 62/60 (Goan) 1:20 lakh tons.

Shri L. N. Bhanja Deo: Will Orissa have a share in this export?

Shri Shivaji Rao S. Deshmukh: Will the Minister consider the small favour of having a steel plant at Marmagoa than giving this favour of export of ore?

Mr. Speaker: In one sentence, he has used four 'favours'!

Shri Shivaji Rao S. Deshmukh: It is a very small one.

Mr. Speaker: Order, order. Shri Venkatasubbaiah,

Shri P. Venkatasubbalah: May I know whether it is a fact that the overhead cost of iron ore production in the country is so high that we are not able to compete with the other countries and, if so, what efforts are the Government proposing to make to make available enough facilities, apart from financial help, to the mineowners to see that the overhead costs are brought down?

Shri Manubhai Shah: Since the question is getting enlarged, I may point out that there is another question coming up—Question No. 291—which deals with the entire question of iron ore and manganese ore. If

you permit me, I can club both these questions together and give the answer.

Mr. Speaker: Not now, after so many supplementaries have been put. Next question.

Circular Railway in Calcutta

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*284. { **Shri Yashpal Singh:**
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Hem Raj:
Shri C. K. Bhattacharyya:
Shri Bhagwat Jha Azad:
Shri Indrajit Gupta:
Shri Himatsingka:
Shri Rameshwar Tantia:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 231 on the 27th November, 1964 and state:

(a) whether any decision has since been taken regarding the Calcutta Circular Railway Scheme; and

(b) if so, the broad outlines thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) Not yet, Sir.

(b) Does not arise.

श्री यशपाल सिंह : सरकार इतने प्रथम प्रदेश को क्यों इतना पिछड़ा हुआ रखे हुए है। कलकत्ते में इतनी जल्दी जल्दी ट्रैफिक जैम हो जाता है और छः छः घंटे तक नहीं निकल सकता तब इस स्कुलर रेलवे के बनाने में इतनी देर किये जाने का क्या कारण है।

श्री शामनाथ : इसके लिए अभी एक कमेटी मुकर्रर हुई है और वह जो मुस्टलिफ अल्टरनेटिव्स हैं उन पर गौर करेगी। लेकिन सब से बड़ा सवाल यह है कि जहां तक मेट्रोपॉलिटन रेलवे का ताल्लुक है वह प्रायः हमारी जिम्मेदारी है भी या नहीं।

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि इस कमेटी के मेम्बर कौन कौन हैं ।

श्री शामनाथ : यह जो कमेटी है उसमें रेलवे का रिप्रेजेंटेटिव होगा, स्टेट गवर्नमेंट का रिप्रेजेंटेटिव होगा और जो रोड प्रचारिटी है उस का भी रिप्रेजेंटेटिव होगा ।

Shri P. R. Chakraverti: Taking into account the immediate and intensely urgent requirement of Calcutta to have the circular railway, may I know whether the Government has accepted the policy of having this line or not?

The Minister of Railways (Shri S. K. Patil): The Government has not accepted the policy. It has accepted the policy in this respect that something has got to be done, but which is the better mode of doing it is a matter of dispute. There is the question of the circular railway but that is not the final and the last answer to very big city like Calcutta. Therefore, thought is given whether we should go in for a circular railway or the underground railway, the tube, which is the final answer. Therefore, on that the final decision has not yet been taken.

श्री भागवत झा आजाद : सर्कुलर रेलवे के सम्बन्ध में क्या बंगाल सरकार ने आपको कोई ऐसा सुझाव दिया है कि इसके जो वित्तीय पहलू होंगे उनमें वह अपना भी शेर देंगे, और क्या इस बात को मान कर आप इस पर विचार कर रहे हैं, या कि इस पर विचार ही नहीं हुआ ।

श्री स० का० पाटिल : यह सवाल तो पीछे उठेगा कि कितना पैसा लगेगा । सर्कुलर रेलवे होनी है या नहीं यह प्रसली मामला है । यह बात बाद की है कि कितना पैसा लगेगा या कितना नुकसान होगा साल में । सर्कुलर रेलवे के बजाय ग्रन्डरप्राउंड रेलवे भी हो सकती है । वह होनी चाहिये

या नहीं यह दूसरा सवाल हो जाता है । लेकिन you cannot do both. अगर ग्रन्डरप्राउंड रेलवे करना होगा तो सर्कुलर रेलवे का सवाल नहीं उठता ।

Shri Indrajit Gupta: If I have understood the answer correctly, the matter is still under consideration. If so, may I know why the issue has been prejudged by the Member for Transportation, Railway Board—Shri Kripal Singh—who is reported by the press as having said in Calcutta on the 2nd January last that the estimated cost of the circular railway amounting to Rs. 50 crores could not be possibly met by the Government of India? Why have they prejudged it if the matter is still under consideration?

Shri S. K. Patil: It is not prejudging because the railway is a commercial organisation. So far as the Members of the Board are concerned, they do not talk politically. They only talk the language that they understand, that is, so far as this Rs. 50 crores is concerned, as to how it has got to be met. But the matter is not stuck on that Rs. 50 crores. I am quite sure with the help of the West Bengal Government, a remedy can be found out. But the question is, a final decision has to be taken as to whether it should be a circular railway or an underground railway. That according to me, is the most crucial point on which a decision must be taken.

श्री सरजू पाण्डेय : मैं जानना चाहता हूँ कि प्राया अन्य बड़े शहरों में भी ग्रन्डरप्राउंड रेलवे चलाने का सरकार का विचार है या नहीं ।

अध्यक्ष महोदय : पहले कलकत्ते में चल लेने दीजिये, दूसरी जगहों के लिये बाद में देखा जायेगा ।

Shri H. N. Mukerjee: In view of the Minister's obvious appreciation of

the real need for this kind of thing in Calcutta, may I know if we can have a clear idea that the Government of India has taken the responsibility, financial and otherwise, with the assistance of the State Government, for either a circular railway or an underground railway about which the decision is still to be made?

Shri S. K. Patil: I suggested some-time back to the Chief Minister of West Bengal that this problem is so complex and intricate, because it is one of the world's biggest cities; it comes within the first ten cities of the world and that is not the end of it, because it is growing so fast that possibly it will eclipse many other cities in times to come. Therefore, the complexity of this problem must be very critically examined by the experts who know these things, as to how to solve this problem. We have come to the decision that that should be done immediately and I am proposing to do that.

Shrimati Renu Chakravartty: May I know whether the hon. Minister's attention has been drawn to press reports to the effect that he has already made a commitment to one of the hon. Members who is a member of the Working Committee coming from West Bengal, that a circular railway will be given to West Bengal in the coming Plan?

Shri S. K. Patil: But if I am in a position to give a cake, then a loaf need not be asked for. By that I mean that if we come to the decision that an underground railway is better, surely even that member or anybody here would not then demand a circular railway, which is after all a half answer or less than an answer.

Shrimati Renu Chakravartty: So, either the one or the other will be given.

Shri Priya Gupta: May I know whether in the near future there is any possibility of having an underground railway specially because of the condition of the soil obtaining at Calcutta and whether it will be only wastage of time considering that?

May I know whether the construction of circular railway in its true perspective will be given attention to, because it has been judged for the last so many years?

Mr. Speaker: The Minister says, it is being studied.

Shri Priya Gupta: It has been once judged and it has been refused. The Government of India knows that it is not possible to have underground railways there.

Mr. Speaker: They are studying it.

श्री राधेनाथ व्यास : चाहे रेलवे बोर्ड सरकुलर रेलवे जारी करे या ग्रन्डर ग्राउन्ड रेलवे जारी करे, मैं जानना चाहता हूँ कि यह मोनो रेल सिस्टम जारी किया जाएगा या दूसरा कोई सिस्टम ?

Shri S. K. Patil: Mono-rail also is one of these, but it is also on the ground and not under the ground.

Shri Shivaji Rao S. Deshmukh: Where does the hon. Minister's home town of Bombay stand in the race for underground railways?

Mr. Speaker: Bombay is not in the question.

Coal Reserves at Singrauli

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*285. { **Shri Bhagwat Jha Azad:**
Shri Yashpal Singh:
Shri P. R. Chakraverti:
Shri K. N. Tiwary:
Shri Narendra Singh
Mahida:
Shri Narasimha Reddy:

Will the Minister of Steel and Mines be pleased to state:

(a) whether it is a fact that vast reserves of coal in the north-eastern part of the Singrauli Coal field have been found by the Indian Bureau of Mines as a result of detailed proving operations;

(b) if so, the quantum and the variety of coal expected to be available in this belt; and