

LOK SABHA DEBATES

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LOK SABHA

Friday, August 26, 1960/Bhadra 4,
1882 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Utilisation of World Bank Loan for Railways

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*797. { Shri Shree Narayan Das:
Shri Supakar:
Shri P. K. Deo:
Shri D. C. Sharma:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1065 on the 23rd March, 1960 and state:

(a) the extent to which the Railway administration has been able to utilise the sum of \$50 million made available to it by the International Bank for Reconstruction and Development for a programme of modernisation and development of Railways;

(b) the extent to which such programme has been given effect to;

(c) whether a fresh loan has been recently negotiated; and

(d) if so, the purpose for which the loan will be utilised?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The loan has been fully utilised.

(b) Railway equipment acquired for a value of \$50 million has been fully utilised for the Railways' modernisation and development programme.

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(c) Yes, a loan of \$70 million.

(d) To finance the acquisition from abroad of diesel & electric locomotives, rolling stock spare parts and other railway materials and equipment and services connected therewith.

Shri Shree Narayan Das: May I know whether the fresh loan has been granted by the bank?

Shri Shahnawaz Khan: Yes, Sir.

Shri Shree Narayan Das: What part of the fund that has been taken has been utilised for development and what part has been utilised for modernisation?

Shri Shahnawaz Khan: The whole amount has been used for development and modernisation.

Shri C. D. Pande: May I know if these loans are earmarked for a particular line or, is there no other amount which can be given to such important lines which are not within the zone that we have prescribed and which are not included in the immediate programme?

Shri Shahnawaz Khan: Not for constructing new lines. The purpose of these loans is to purchase from abroad locomotives, rolling stock, spare parts and other railway materials and services connected therewith which are required for the railways in the second Five Year Plan.

Shri D. C. Sharma: May I know along what lines this modernisation programme has proceeded and which are the railway zones which have been most affected by it?

Shri Shahnawaz Khan: The modernisation programme has proceeded along the lines of dieselisation and electrification. The zones affected

most are the eastern and south-eastern railways.

Shri Jaipal Singh: If I understood the hon. Minister correctly, in answer to part (d), he said that electric engines were also being purchased as part of this loan. May I know, in the collaboration that is taking place at Chittaranjan with the English Electric, whether the purchases are from the United Kingdom or from the USA alone?

Shri Shahnawaz Khan: The electric locomotives are being purchased from a group of European firms. 100 locomotives are to be purchased from the group, and ten electric locomotives are being purchased from Mitsubhushi firm of Japan.

श्री जगदीश प्रस्थी : क्या मंत्री महोदय बतलाने की कृपा करेंगे कि जो घन आप ने अन्तर्राष्ट्रीय और विश्व बैंक से लिया है उस की मुख्य मुख्य शर्तें क्या थीं ब्याज सम्बन्धी जोकि हमें अदा करना है ?

श्री शाहनवाज खां : वर्ल्ड बैंक से जो कर्जा लिया गया है वह मुस्तलिफ किस्तों में हम अदा करना है। आखिर में जो हम ने ७० मिलियन डालर या तकरीबन ३३.३३ करोड़ रुपया लिया है उसे हमें २० साल के अर्से में अदा करना है और वह ३४ किस्तों में दिया जायेगा। उस के ऊपर जो इंटरेस्ट है वह ५ ३/४ फी सदी है।

Shri Vasudevan Nair: May I know whether the terms and conditions of this new loan are the same as those for the previous loan or whether there is any alteration?

Shri Shahnawaz Khan: They are substantially the same. There is very little difference in the rate of interest.

Shri Vasudevan Nair: What is that difference?

Shri Shahnawaz Khan: In the previous loan the rate of interest was six per cent. In this loan the rate of interest is 5-3/4 per cent.

Shri Jaganatha Rao: In view of the fact that Chittaranjan is going to produce electric locomotives, why should the Government be in a hurry to import these from foreign countries?

Shri Shahnawaz Khan: We are in a hurry to electrify certain sections which have reached saturation point, and steam traction cannot cope with the increased traffic.

Some Hon. Members rose—

Mr. Speaker: Shrimati Ila Palchoudhuri.

Shri Tyagi: She always steals your eye over my head.

Mr. Speaker: On the other hand, she complains that she is always barred and obstructed by Shri Tyagi.

Shrimati Ila Palchoudhuri: Shri Tyagi can obstruct anybody! Arising out of this question I just wanted to know whether Government had sent out tenders all over the world for the supply of 20,600 h.p. engines, whether any country offered to give them and at what price.

Shri Shahnawaz Khan: Global tenders were called and as a result of global tenders, the orders will be placed on certain firms.

Shrimati Ila Palchoudhuri: Sir, my question has not been answered. It was about world tenders and what countries have offered to supply them.

Shri Shahnawaz Khan: By global tenders I mean world tenders.

श्री लक्षवन्त राय : क्या मैं जान सकता हूँ कि कोई नई लाइन बनाने के लिये भी कोई नया कर्जा लिया जा रहा है ?

श्री शाहनवाज खां : अभी तक तो कोई ऐसा कर्जा नहीं लिया गया है।

श्री सुशान्त राय : ऐसा कोई कर्जा लिये जाने का विचार है ?

श्री शाहनवाज खाँ : फिलहाल तो नहीं है ।

Interception of Coal Wagons

*798. **Shri S. A. Mehdi:** Will the Minister of Railways be pleased to state:

(a) whether about 29 coal wagons meant for textile manufacturers at Amritsar were diverted for Railway use during March and April, 1960;

(b) if so, why and under what rule; and

(c) whether any protest has been received in this connection?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Of the 29 wagons, 26 were actually diverted for Railway use; the rest were received without any label and remained unconnected.

(b) The distribution of coal is governed by the Colliery Control Order, 1945, as amended from time to time which authorises the Government to divert coal while in transit to a person other than to whom it is originally consigned. Diversion of coal for Railway use has had to be resorted to with a view to maintain the essential train services during emergencies.

(c) Yes, Sir; a representation from the Textile Manufacturers Association, Amritsar, was received and action thereon taken by the Northern Railway who have approached the Coal Controller to make fresh allotments to the party and payment of the price of coal is being arranged in accordance with the rules.

Shri S. A. Mehdi: May I know whether it was due to any emergency or as a matter of policy that this diversion was made?

Shri S. V. Ramaswamy: Certainly not as policy. It was for the sake of an emergency.

श्री नाना पाटिल : क्या मैं जान सकता हूँ कि जो कोल वॉगन डाइवर्ट किये गये और रेलवे में लाये गये, उस से टेक्सटाइल इंडस्ट्री को जो नुकसान हुआ और टेक्सटाइल वर्कम को जो नुकसान हुआ, उस के लिये कोई कम्पेन्सेशन देने का विचार किया जा रहा है ?

Mr. Speaker: It is a suggestion for action.

Shri Tyagi: Was any previous information given to the consignee before the wagons were taken away by the railways?

Shri S. V. Ramaswamy: Under the rules and provisions laid down therein, we informed the Coal Controller of the diversion.

Shri Tyagi: Do the rules permit taking away the goods which have been booked by a particular consignee without the consignee's permission?

Shri S. V. Ramaswamy: Yes, Sir; this order says:

"This authority of diverting coal wagons vested in the Coal Controller can be exercised in the like manner and subject to the like conditions by any officer authorised by him in writing."

The railways have been so authorised by the Coal Controller.

Shri Braj Raj Singh: Previously also certain coal wagons which were booked for Firozabad were intercepted and only some wagons have been given till now. May I know whether the remaining wagons which were intercepted have been given? May I also know whether the Government have examined the position that the rules which permit railways to intercept the wagons are *ultra vires* of the Constitution and whether the Government shall amend the rules in accordance with the provisions of the Constitution?