

कृषि मंत्री (डा० पी० एस० बेसमुख) :

(क) डीजल तेल की कमी की वजह से तीन दिन में खुरई के दो यूनिटों में १२२ घंटे काम बन्द हुआ ।

(ख) समय पर आने वाले बँगनों के न आने के कारण यह कमी हुई थी ।

श्री नवल प्रभाकर : क्या मैं जान सकता हूँ कि जब डीजल तेल नहीं मिलता है, तो एक यूनिट में प्रति घंटे के पीछे कितना नुकसान होता है ?

डा० पी० एस० बेसमुख : एक सीजन में एक यूनिट का एक लाख गैलन का कनजम्पशन है और डेली कनजम्पशन १५०० गैलन है । हर ट्रैक्टर का कितना कनजम्पशन है, यह इस वक्त मालूम नहीं है । और इन्फॉर्मेशन मेरे पास नहीं है ।

श्री नवल प्रभाकर : क्या मैं जान सकता हूँ कि क्या इस सम्बन्ध में कोई आवश्यक एन्क्वायरी कराई गई थी ?

डा० पी० एस० बेसमुख : की जायगी ।

श्री नवल प्रभाकर : क्या अभी तक कराई गई है या नहीं ?

डा० पी० एस० बेसमुख : अभी तक तो नहीं कराई गई है ।

श्री बी० एन० मिश्र : प्रश्न के उत्तर में कहा गया है कि डीजल तेल की कमी की वजह से १२२ घंटे के लिये काम रुक गया । क्या इस बात का ध्यान रखा जायगा कि भविष्य में ऐसा न हो ?

डा० पी० एस० बेसमुख : ऐसा पहली बफ़ा ही हुआ है । मैं नहीं समझता कि ऐसी नीबत फिर आयेगी ।

#### Supply of Wagons

\*2046. **Shri R. N. S. Deo** : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that Government have received numerous representations recently from the Mine

Owners of Orissa and the Orissa Chamber of Commerce for the supply of wagons ; and

(b) if so, the action taken in the matter ?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan)** : (a) During the period January to July, 1955, a number of representations were received for increase in movement of manganese ore from Bara Jamda area and Badampahar to K. P. Docks, Chrome ore from Bhadrak to K. P. Docks and Iron ore from Jajpur-Keojar Road to Vishakhapatnam Port and K. P. Docks.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix X, annexure No. 45].

**Shri R. N. S. Deo** : In the statement it is said that the movement of manganese and iron ore from Bara Jamda and Badampahar to Calcutta could not be fully met during the period from January to June, 1955. In view of the fact that in the past the allocation of wagons was made in such a manner that led to the middleman-shippers getting all the wagons while the mine-owners were left in the lurch, may I know on what basis the allocation of wagons was made during this period ?

**Shri Shah Nawaz Khan** : The hon. Member would realise that from January to June, it is a very busy season for the railways, and wagons are very urgently required for the transport of sugarcane and other more essential commodities. The hon. Member has read only half of the statement. I wish he had read the statement a bit further. We have stated there that on the 9th September there were only 120 wagons that were still to be moved. That is just one day's loading. So, there has not been any question of leaving the mine-owners in the lurch at all.

**Shri R. N. S. Deo** : My question was that this quota system was introduced to make equitable distribution of wagons between the two kinds of exporters, that is, the middlemen-shippers and the mine-owners. In the past, the allocation was made in a way that was inequitable. It favoured the shippers and it was unfavourable to the mine-owners. My question was, how was the allocation made and on what basis was it made, during this period in question when, due to heavy traffic, the full requirements could not be met.

**The Deputy Minister of Railways and Transport (Shri Alagesan)** : In this matter of wagon allotment, we are guided by the advice of the Ministry of Commerce and Industry. They are regulating it by means of quotas etc.

**Shri R. N. S. Deo :** Am I to understand that the allocation of wagons is made on the recommendation of the Ministry of Commerce and Industry?

**Shri Alagesan :** Yes; *pro-rata* the export licences.

**Shri S. C. Samanta :** Is it not a fact that the allocation quota was given to the mine-owners as was the case last year, but that due to the increase in industrial enterprises, they could not supply the number of wagons required for transporting the ores?

**Shri Alagesan :** As the Parliamentary Secretary stated just now, there are practically no outstanding with regard to all the ores. There is some difficulty only with regard to iron ore. With reference to chrome ore, practically there is no outstanding.

#### Restoration of Dismantled Lines

\*2048. **Shri L. N. Mishra :** Will the Minister of Railways be pleased to state :

(a) whether it is a fact that some time ago the Government of Bihar had recommended the restoration of Railway lines from (i) Supaul to Chandpipar and (ii) Foruesganj to Raghopore, on the North Eastern Railway; and

(b) if so, whether any decision has been taken in the matter?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan) :** (a) Yes, Sir.

(b) The projects have been noted for consideration while selecting new lines for construction during the Second Five Year Plan period.

**Shri L. N. Mishra :** May I know the main arguments that the Bihar Government have advanced for restoration of these lines?

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I need not say that here, but if the hon. Member so desires, I can give him the contents of the communication later.

**Shri L. N. Mishra :** May I know whether the Government have considered this proposal in view of the fact that the restoration of these lines will solve the traffic problems arising out of the Kosi Project?

**Shri L. B. Shastri :** It will be considered at the appropriate time when we are drawing up the programme for the next Five Year Plan.

**Shri L. N. Mishra :** May I know whether this work will be treated as restoration or construction of new lines?

**Shri L. B. Shastri :** Both will have to be considered at the same time.

**Pandit D. N. Tiwary :** May I know what other lines the Bihar Government has recommended in its report for restoration or reconstruction?

**Shri L. B. Shastri :** I have not seen the list so far; but as I said, we will consider it when we draw up the programme for the Five Year Plan so far as new construction of lines is concerned.

#### सिक्किम-तिब्बत सड़क

\*२०५१. डा० राम सुभग सिंह : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत सरकार सिक्किम की राजधानी से तिब्बत की सीमा तक एक सड़क बनाने का विचार कर रही है ;

(ख) यदि हां, तो निर्माण-कार्य कब तक आरम्भ होगा ; और

(ग) उस पर अनुमानित व्यय कितना होगा ?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) The Gangtok-Nathula road which runs from the capital of Sikkim to the Tibetan border is at present fit for mule traffic. It is proposed to make it a jeepable road.

(b) Work on some sections has been completed while that on others is in progress.

(c) About Rs. 50 lakhs.

**श्री भक्त बर्शन :** क्या गवर्नमेंट ने इस बात का पता लगाया है कि सिक्किम और तिब्बत की सीमा के आगे ल्हासा तक सड़क बनाने की कोई गुंजाइश है, और क्या सरकार ने इस बारे में चीन सरकार से कोई लिखा पढ़ी की है ताकि भारत और चीन के पारस्परिक व्यापार में सविधा हो सके ?

**रेलवे तथा परिवहन मंत्री (श्री एन० बी० शास्त्री) :** आप ने किस जगह का नाम लिया, मैं समझा नहीं ।