

9 कर्मचारी एक निश्चित आयु अथवा सेवा की अवधि पूरी कर लेने के बाद उनकी सेवा की संबीक्षा के परिणामस्वरूप अनिवार्य रूप से सेवानिवृत्त किये गये थे। इनमें से तीन कर्मचारियों को उनकी श्रेणी में ही तथा एक को निचली श्रेणी में बहाल कर दिया गया है। दो कर्मचारी पदोन्नति के बाद किये गये उनके मामलों की संबीक्षा के परिणामस्वरूप पदावनत किये गये थे। उन्हें पुनः पदोन्नति कर दिया गया है।

(घ) अनुशासन और अपील नियमों में यह व्यवस्था है कि आक्रान्त कर्मचारी अनुशासन और अपील नियमों के अन्तर्गत दिये गये दण्ड के खिलाफ सक्षम प्राधिकारी को अपील/पुनर्विचार याचिका प्रस्तुत कर सकते हैं। ये भी आदेश जारी कर दिये गये हैं कि उन कर्मचारियों के मामले पर जिन्हें बचाव का अवसर दिये बिना इमर्जेन्सी के दौरान बरखास्त कर दिया गया/नौकरी से हटा दिया गया था, एक बार पुनः विचार किया जाये।

Completion of Howrah-Amta Railway Line

3642. SHRI MOHD. HAYAT ALI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for delay in completing the Howrah-Amta broad gauge railway line;

(b) the details of such other projects on Eastern Railway on which feasibility study work has been completed and are pending with the Railway Ministry; and

(c) what steps Government propose to take to complete the work of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (c). The main reason for the delay in completing the project is the paucity of funds. Efforts are being made to secure a higher allocation of funds for expeditious completion of this project.

(b) The following surveys for construction of new Railway lines on Eastern Railway have been carried out during the last five years:—

S. No.	Name of lines which have been surveyed but not yet taken up for construction	Length in Kms.	Present estimated cost of construction. (in crores of Rs.)	Reasons for not taking up for construction
1	2	3	4	5
1.	Lakshmikantapur-Kakdwip via Kulpi.	30.00	25.00	Lack of resources and limited traffic prospects.
2.	Canning-Golabari	20.00		
3.	Hasanabad-Pratapadityanagar via Bhandarkhali.	29.00		
4.	Sonarpur/Champahati to Dhamkhali B. G.	50.00		
5.	Canning-Pratapadityanagar Hatgacha B. G.	30.00		
6.	Dehri-on-Sone-Pipradih	63.00	11.50	Under Examination.
7.	Budge Budge to Namkhana	82.00	10.3	Do.

1	2	3	4	5
8. Mandarhill-Dumka B. G.	.	64.00	10.00	} Lack of resources and limited traffic prospects.
9. Dumka-Sainthia B. G.	.	56.00	6.50	
10. Hazaribagh Town to Hazaribagh Road.	.	78.00	13.50	
11. Hazaribagh-Giridih.	.	56.00	9.00	} Under Examination
12. Dumka-Baidyanathdham	.	63.00	10.00	
13. Madhupur-Dumka	.	59.00	10.00	} Lack of resources and limited traffic prospects.
14. Dumka to Rampurhat	.	54.00	7.00	
15. Hazaribagh Town to Ranchi Road.	.	40.00	7.00	

Decision of Size, Feedstock for New Fertilizers Units

3643. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government has taken firm decisions on the choice of size, feedstock, etc in respect of fertilizer units to be set up in future;

(b) the full details of units covered by this decision; and

(c) the extent to which indigenous technological know-how and capital equipment will be used in each of the units?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). It is the policy of the Government to place maximum reliance on indigenously available feedstocks for used in fertilizer production. It is in accordance with this policy that the Government had earlier decided that, to the extent possible, the fertilizer plants to be set up in future should move away from naphtha and use fuel oil/coal. Six fuel oil based plants and two coal based plants are already under implementation. With the recently confirmed availability of large quantities of

associated/free gas from Bombay High and Bassein offshore structures and in Assam, high priority is now being accorded for setting up additional fertilizer capacity based on gas as feedstock. Additional capacity based on coal can be considered only after experience is available of the operation of the two coal based plants under construction. The size of new plants, product mix, technology to be adopted etc., would depend on various techno-economic factors such as feedstock, locations, demand in the economic marketing zone, etc.

(c) The choice of technology depends on factors like the size of the plants, process, etc. While efforts will be made to standardise the size of plants and technology, changes in the size and technology in a few cases cannot be ruled out. Maximum use would, however, be made of the technological capabilities and equipment manufacturing facilities available within the country consistent with the requirements of individual new schemes.

Development Work of Railway Lines in M.P. in the Sixth Five Year Plan

3644. SHRI SUKHENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any new projects for development work on railway line in Madhya Pradesh under