

Government is keeping a watch and wish to assure that the door for discussions and negotiations is always open. Government do not wish to pre-judge the issue now itself on the assumption that a strike will materialise.

N. G. Lines in Gujarat

6406. PROF. P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the broad details of all the narrow gauge lines in the entire State of Gujarat;

(b) whether Government propose to convert the said narrow gauge lines into MG (Meter Gauge) or BG (Broad Gauge) lines progressively;

(c) if so, the full facts regarding such conversions now in progress; and

(d) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). The list of narrow gauge lines in Gujarat is attached. The gauge conversion project is taken up when a section becomes saturated and is incapable of handling the additional traffic or when the magnitude of the transshipment involved is such that it is uneconomical or is not feasible at all or when it is needed for providing speedy and uninterrupted means of communication to areas which have potential for growth. In Gujarat, conversion of 44.64 Kms. long narrow gauge line from Wadia to Kapadvanj at an estimated cost of Rs. 4.05 crores has been included in the budget for 1978-79 and this forms part of the construction of new broad gauge line from Nadiad to Madasa (105.14 Kms.) estimated to cost Rs. 9.43 crores. An outlay of Rs. 10 lakhs for gauge conversion between Nadiad and Kapadvanj has been proposed during 1978-79.

Consequent on the recommendation of the Uneconomic Branch Line Committee for conversion of Chhota Udepur-Pratapnagar and Chhuchhapura and Tankhala narrow gauge sections into broad gauge in order to improve the financial viability, a traffic survey was carried out in November 1970. According to the survey report, the existing narrow gauge lines will be sufficient to meet the requirements of passenger as well as goods traffic on the section in the near future. Taking into account the traffic density of the section and the costs of haulage, conversion of these narrow gauge lines is not justified.

Gauge conversion of Ankleshwar-Rajpipla narrow gauge line has been examined recently taking into account the traffic for the proposed river valley projects in the area at the time of construction as well as the traffic expected to be offered after the completion of these projects. It was found that the project would cost about Rs. 10 crores and would not be viable. The existing narrow gauge line is capable of carrying the traffic for these projects. This line is, therefore, not being considered for conversion at present.

The gauge conversion of the remaining line also cannot be considered at present on account of shortage of resources and limited prospects of traffic.

Statement

List of narrow gauge unremunerative lines on Western Railway in Gujarat State

Sl. No.	Name of Section	Length in Kms.	Year of opening
1.	Chhuchhapur-Tankhala	38	1925
2.	Kosamba-Umarpada	62	1912/1929
3.	Jhagadia-Wetrang	31	1922

S.No.	Name of Section	Length in Km.	Year of opening
4.	Ghoranda-Motikoral .	19	1921
5.	Samni-Dabej .	39	1930
6.	Codhra-Lunavada .	41	1913
7.	Piplod-Devgadhbharia .	16	1929
8.	Joravarnagar-Sayla .	27	1948
9.	Champaner-Shivrajpur	49	1911
10.	Dabhoi-Timba Road .	100	1913— 1919
11.	Broach-Jambusar-Kavi	76	1914/ 1929
12.	Ankleshwar-Rajpipla .	63	1897— 1917
13.	Chhota-Udepur-Jambusar	150	1880/ 1917
14.	Chandod-Mahar .	87	1879/ 1921
15.	Nadiad-Kapadvanj .	45	1913
16.	Billimora-Waghai .	63	1914/ 1929
17.	Nadiad-Phij-Bhadran .	58	1914/ 1953
18.	Morvi-Ghantija .	45	1904/ 1934
19.	Bhavnagar-Talala-Mahuva	229	1926/ 1938

Salary and perquisites of top Management Cadres of Certain Companies

6409. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) ceiling of salary, emoluments, perquisites of the top management cadres are entitled to as per provision of the Companies Act;

(b) whether the particular provision of the Companies Act is being adhered to;

(c) whether it has been alleged that salaries emoluments and perquisites of the top management cadres of the following companies have been substantially enhanced during 1975, 1976 and 1977 namely; (i) Bharat Commerce and Industries Ltd., (ii) Swadeshi Polytex Ltd., (iii) Southern Petrochemical Corporation Ltd., (iv) Hoechst Dyes and Chemical in contravention of the provision of the Companies Act; and

(d) if so, what are the facts thereof and action taken thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Sections 198, 309 and 387 of the Companies Act, 1956 contain the relevant provisions relating to ceiling on managerial remuneration. As per the said provisions of the Act, the remuneration payable to the Managing/wholtime directors/managers by way of salary, commission and perquisites put together but excluding sitting fee is subject to a ceiling of 5 per cent of the net profits of the company. The remuneration (excluding sitting fee) payable to all the directors of the company is subject to a further ceiling of 11 per cent of the net profits of the company.

The ceiling referred to above can be exceeded only with the approval of Central Government.

Under section 314(1B) of the Act approval of Central Government will be required for payment of remuneration in excess of Rs. 3,000 per mensem to certain executive of the company, who are related or otherwise connected with any director or manager of the company.

(b) Yes, Sir.

(c) and (d). Yes, Sir. This Department received an allegation relating to substantial increase in salaries of the managerial personnel of four companies referred to above. On an examination, it was found that they