

steps Government are taking to overcome this difficulty?

**Shri Raj Bahadur:** I have answered this a number of times, and I will repeat it. We have included the hotel industry as one of the industries which can take loans from the Industrial Finance Corporation. The concerned Act has been amended to that extent. It is available to public limited companies and co-operative societies. Secondly, we are trying now to expedite amendment of the State Finance Corporation Acts. At our request, the Ministry of Finance has also granted an incentive to the hotel industry in the form of an income-tax holiday for new enterprises for a period of five years under section 15C of the Income-Tax Act. So we are trying as best as we can. But the question is how far financial resources for investment in this industry can be mobilised.

#### B.G. Rail Link with Assam

\*1467. **Shri N. R. Ghosh:** Will the Minister of Railways be pleased to state:

(a) whether a programme has been drawn up for linking Assam by broad gauge from Siliguri;

(b) whether surveys were undertaken for the purpose; and

(c) if so, what action has been taken on the survey reports?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) No, Sir.

(b) and (c). Do not arise.

**Shri N. R. Ghosh:** Is it a fact that the N.F. Railway is at present carrying from Assam only about 25 per cent. of the jute and tea, and also the inward traffic of coal, foodgrains, etc. and that more than 75 per cent. of the above goods is being carried through Pakistan waters by foreign steamer companies?

**Shri Shah Nawaz Khan:** The North-East Frontier Railway is carrying all the traffic that is offered to it.

**Shri N. R. Ghosh:** Is it not a fact that traffic offered has been refused on account of want of capacity?

**Shri Shah Nawaz Khan:** It is not a fact.

**Shri P. C. Borooah:** May I know whether Government have received any representation from the Government of Assam that the extension of the line from Siliguri to Assam be undertaken?

**Shri Shah Nawaz Khan:** For the time being, there is no intention of extending the broad gauge line from Siliguri.

**Shri P. C. Borooah:** May I know what is the reaction of Government to the proposal?

**The Minister of Railways (Shri Jagjivan Ram):** Construction of railway lines or their extension or expansion does not depend upon request from any party. It depends on the requirements of the railways.

**Shri Rameshwar Tantia:** May I know whether Government are aware that on account of the insufficient capacity of the railway lines to carry goods to Assam, goods are being carried there by air involving higher freight as well as foreign exchange? If so, will Government give priority to increasing the capacity of the Assam rail link to cope with this traffic?

**Shri Shah Nawaz Khan:** I am amazed at the ignorance of my hon. friend. Government have already taken steps to augment the line capacity on the NEF Railway. He knows very well that a broad gauge link from Tildanga to Malda has already been opened, and it is expected....

**Shri Ramanathan Chettiar:** On a point of order. Ministers could avoid personal references like 'ignorance' or other insinuations.

**Shri Rameshwar Tantia:** I also felt it like that. He could have it in some other way. (Interruptions).

**Shri Shah Nawaz Khan:** I am sorry if I have offended my hon. friend I

thought this information was very well known to everybody, that a broad gauge link is being provided between Calcutta and Siliguri and that is with the object of expanding the line capacity.

**Shri Rameshwar Tantia:** May I know whether Government are aware that the railway link is unable to take all the goods to Assam? If so, what do Government propose to do to increase the capacity?

**Mr. Speaker:** It is a matter of opinion. The hon. Minister says that he is doing his best.

**Shri N. B. Ghosh:** The hon. Minister has said that all the traffic which is offered to railways is accepted, but he has not answered the question whether it is a fact that about 75 per cent. of jute and tea and foodgrains are being carried through Pakistan waters by British companies.

**Shri Jagjivan Ram:** When a Member says that option should be left to the user to choose the mode of transport he will use and if some parties feel like transporting their goods by steamer as they find it advantageous, I do not think any objection can be taken to that.

**Mr. Speaker:** He only wants to know if for want of proper rail accommodation, traffic is being diverted.

**Shri Jagjivan Ram:** No, Sir. So far as jute is concerned, that does not apply. So far as tea is concerned, we are in a position to transport all the tea that is grown there. But they find it advantageous at times to transport it even by air.

**Shri T. B. Vittal Rao:** Yesterday we were told by the Minister of Mines and Oil that the Nunmati refinery would go into stream by the end of this year. May I know whether with this metre gauge we would be able to cope easily with the transport of petroleum produced?

**Shri Jagjivan Ram:** Yes.

**Shri Sadhan Gupta:** The hon. Minister has said that no offer has been refused so far. Are we to understand

that the NEF Railway is quite capable of handling more goods, and transporting all of it if it is required to do so?

**Shri Jagjivan Ram:** We are taking certain steps. The House is aware that we are thinking of dieselisation also on that sector in order to increase the line capacity. It may be that when there is some dislocation in some other area on other railways, traffic is refused for temporary periods. That happens. Suppose there is some dislocation on the NE Railway. The NEF Railway is affected. So, temporary refusal to accept traffic occurs.

**श्री बिभूति मिश्र :** पूर्वी उत्तर प्रदेश में विकास हो रहा है, उत्तर बिहार में विकास हो रहा है, प्रयाग में विकास हो रहा है, गंडक प्रोजेक्ट है, कोसी प्रोजेक्ट है, माध ही गौहाटी में रिफाइनरी बन रही है, बरौनी में रिफाइनरी है, तो क्या छोटी लाइन की ताकत है कि वह मिलीगुडी से लखनऊ तक मारा सामान खींच सके ?

**अध्यक्ष महोदय :** यह प्रश्न प्रायः का प्रयाग के बारे में नहीं है ।

**श्री बिभूति मिश्र :** नार्थ ईस्ट फ्रंटियर से एन० एफ० रेल्वे चलती है जो लखनऊ तक जाती है । एक ही गाड़ी है । तो मैं जानना चाहता हूँ कि अब इतना विकास हो रहा है तो क्या छोटी लाइन की ताकत है कि वह मारी चीजों को खींच सके ?

**Shri Shah Nawaz Khan:** For the oil traffic, a broad gauge link is being provided from Siliguri to Calcutta. As I said in an earlier reply, the centralised traffic control is being introduced and we are thinking of introducing diesel engines on that line. Also, as soon as the Brahmaputra Bridge is completed, it will augment the line capacity very much.

**Shri Bibhuti Mishra:** What about Alipur Duar to Lucknow?

**श्री जगजीवन राम :** लखनऊ तक बाइ गेज जाने की कोई सम्भावना निश्चय प्रविश्य में नहीं है ।

**Shri N. R. Ghosh:** Is it not a fact that an expert committee, the Assam Rail Link Stabilisation Committee, actually recommended that there must be a chord line between Siliguri and Amingaon and upwards, without which even if the present Assam rail link is improved, it will not be able to handle even one-third of the traffic?

**Mr. Speaker:** He wants something to be done to increase the capacity.

**Shri Jagjivan Ram:** In any case, there is no possibility of a chord line being extended to Amingaon in the near future.

**Shri S. M. Banerjee:** There was talk going on with Pakistan regarding a rail link to Assam through Pakistan. May I know whether any decision has been taken in consultation with Pakistan to open such a link?

**Shri Jagjivan Ram:** How does it arise out of this question?

**Shri S. M. Banerjee:** It is about a rail link with Assam.

**श्री सिहासन सिंह :** अभी माननीय मंत्री जी ने कहा कि लखनऊ तक ब्राड गेज के जाने की कोई सम्भावना नहीं है। तो क्या मैं जान सकता हूँ कि अगर लखनऊ तक जाने की सम्भावना नहीं है तो कहां तक उस के जाने की सम्भावना है? और क्या सेंट्रलाइज्ड ट्रफिक कंट्रोल हो सकता है ताकि आवागमन हो सके ?

**श्री जगजीवन राम :** जी नहीं, असली उद्देश्य तो रेलवे का यह होता है कि जहां पर पैसन्जर या माल की अधिकता हो गई हो वहां पर रेलवे को क्षमता प्राप्त हो कि उस चीज को वह ले जा सके। अब इस के लिये कई एक रास्ते हैं। सेंट्रलाइज्ड ट्रफिक कंट्रोल है, डीपलाइजेशन है, डबल लाइन करना है, ब्राड गेज करना है। तो जहां जैसी आवश्यकता होती है उस को देख कर हम रेलवे की क्षमता को बढ़ाने की कोशिश करते हैं।

**श्री सिहासन सिंह :** इन में से कौन सी चीज प्रायः यहां करने जा रहे हैं ?

**श्री जगजीवन राम :** यहां पर अभी जितना माल है उसको ढोने की क्षमता रेलवे को है। जब नहीं रहेगी तो देखेंगे कि क्या करने की आवश्यकता है।

#### Iduky Power Project in Kerala

\*1470. **Shri Maniyangadan:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1386 on the 9th April, 1960 and state:

(a) whether the investigations of the Iduky Power Project in Kerala have been finalised;

(b) whether the Government of Kerala was also taking part in the investigations work; and

(c) what are the results of the investigations?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) Yes, Sir.

(b) No; Sir. The investigations for the Iddiki project have been carried out by the Central Water and Power Commission.

(c) The draft project report is under preparation.

**Shri Maniyangadan:** May I know whether it is being prepared in consultation with the State Government or is it being done alone?

**Shri Hathi:** It is at present being prepared by the C.W.P.C. After that is completed the State Government will, naturally, be consulted.

**Shri Maniyangadan:** May I know when the preparation of the project report will be completed?

**Shri Hathi:** It will be completed by August 1961.

**Shri Maniyangadan:** May I know whether this project will be included in the Third Five Year Plan?

**Shri Hathi:** Tentatively it is included in the Third Five Year Plan as a new scheme.