

श्री. हेमवती मन्वज बाहुगुणा: 1976-77 में गुजरात के क्षेत्र से 4 38 मिलियन टन, असम के क्षेत्र से 1 16 मिलियन टन कुल 5 34 मिलियन टन तेल भूमि से और आफ-शोर से यानी समुद्री तट से 0 41 मिलियन टन, इस तरह कुल 5 75 मिलियन टन के हिसाब से तेल मिला है। जहाँ तक प्रायत इंडिया और ए० प्रो० सी० जिनका दोनों का कार्य भूमिगत तेल खोज है, उन्होंने 3 08 और 0 06, इस तरह कुल जमा में 8 89 मिलियन टन तेल भूमिगत से 1976-77 में मिला है और 1977-78 में इसके 10 81 में मिलियन टन होन की आशा है।

SHRI ANANT DAVE I would like to know whether the new drilling works in Kutch District in Gujarat State have been started, and if so, with what result

SHRI H N BAHUGUNA The programme in the Kutch area is going on according to schedule, and I can assure the hon Member that the North Gujarat oilfields as well as other areas like the Tapti basin are already under care and are being

looked after well so far as the operational part of exploration goes.

Railway Development Programme

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*184 **SHRI MUKHTIAR SINGH MALIK**
SHRI B. RACHALAH

Will the Minister of RAILWAYS be pleased to state

(a) whether Government have constituted a Working Group of Railways to draw up a detailed Railway Development Programme in the next five years;

(b) if so, the terms of reference thereof,

(c) the personnel of the working group, and

(d) the time by which report will be submitted to Government by the Working Group?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) Yes Sir

(b) A statement is laid on the Table of the Sabha

(c) and (d) The Working Group is expected to finalise its interim report by the middle of December, 1977

Statement

The names of the Members of the Working Group are as under —

S. No.	Name & Designation	Representing	
1	Shri K S Rajan, Chairman, Railway Board	Ministry of Railways	Chairman
2	Shri M G. Nair, Director, Railway Planning	Ministry of Railways	Member & Convener
3	Shri S Chattopadhyaya, O S D	Ministry of Energy (Department of Coal)	Member
4	Shri B Sinha, Jt Secretary	} Ministry of Energy (Deptt of Power)	Members
5	Shri G B Singh, Director, Central Elec Authority		
6	Shri R K Dang, Jt Secy	Ministry of Steel & Mines	Member
7	Shri S M Chakravarty, Director	Ministry of Industry	Member

S No	Name & Designation	Representing	
8	Shri K P Singh, Jt Commissioner (Movement)	Ministry of Agriculture & Irrigation (Deptt of Food)	Member
9	Shri N P Verma, Jt Commissioner (Fert)	Ministry of Agriculture & Irrigation (Deptt of Agriculture)	Member
10	Shri S M Kelkar Jt Secretary	} Ministry of Petroleum & Chemicals (Depts of Chemicals & Fertilizers)	Members
11	Shrimati Lata Singh Director		
12	Shri S Ketharanian Executive Director, Oil Coordination Committee	Ministry of Petroleum & Chemicals (Deptt of Petroleum)	Member
13	Shri S R Shah, Director	Ministry of Commerce	Member
14	Shri T V Sundararajan Director Transport Research	} Ministry of Shipping & Transport	Members
15	Shri N A A Narayanan Deputy Secretary (Transport)		
16	Shri S C Misra Chief Transport	} Planning Commission	Members
17	Dr M O Divila UNDP, Adviser		
18	Dr V K Alagh Adviser Perspective Planning Division		
19	Shri R C Sharma Joint Director (Transport)		

2 The terms of reference of the Working Group on Railways are under —

(i) To review the carrying capacity of the Railways and its utilisation by the end of 1977-78 bringing out the extent of slack capacity as well as sectional and terminal bottlenecks in the movement in spatial terms

(ii) To make a realistic assessment of transport requirements for freight traffic in each year of the next five year in plan 1978-83 in respect of major commodities carried by railways, such as coal, finished steel and raw materials, steel plants iron ore for export, cement, fertilisers, foodgrains, POL, railway materials and other general goods, the assessment of transport requirements may be worked out both in terms of originating tonnage as well as tonne kilometreage

taking into account the expected pattern and lead of freight traffic

(iii) To assess the requirements of passenger traffic in each year of the next Five Year Plan period 1978-83 for (a) suburban traffic and (b) non suburban traffic. In regard to non suburban traffic, the need to reduce overcrowding in trains and the requirements of long distance passenger traffic may be kept in view

(iv) To suggest policy framework for allocation of freight and passenger traffic based on consumer preferences, cost of services etc., to rail, road transport and coastal shipping

(v) To recommend programmes for production of rolling stock in the production units of the Railways and in the public sector undertakings during the Five Year Plan 1978-83 to match the requirements of rolling stock for meeting the passenger and freight traffic as assessed

(vi) To formulate the Railway's development programme and the outlays required for each year of the Five Year Plan period 1978-83 under the various Plan heads, such as rolling stock, line capacity works, etc., after taking into account the capacity expected to be available by the end of 1977-78 and the projected requirement of traffic in view of the long gestation period of railway projects. The Working Group may keep in view the perspective of ten years.

(vii) To indicate the direct employment in man days expected to be generated during the Plan period for the various categories of staff during the execution of the recommended projects/programmes and after their completion.

(viii) To indicate the requirement of all materials and equipment and the extent to which these could be available from indigenous sources, separately from the large scale sector and small scale sector and by imports for each year of the Five Year Plan.

(ix) To recommend policy in regard to investment in railway lines of a developmental character."

SHRI MUKHTIAR SINGH MALIK

At the very outset I would like to point out with all the due deference to the hon Minister that development is a very wide term and as such the railway development programme also includes the efficiency of its working. Recently the working of the railways has become a matter of great controversy especially on account of the frequency of accidents on running trains not only because of sabotage, but the most unfortunate feature of it is that sometimes accidents take place even in the railway yards.

MR. SPEAKER Kindly come to the question.

SHRI MUKHTIAR SINGH MALIK Among the 19 members of the working group there is not a single technical

member to suggest ways and means of avoiding these accidents on the railways. I would like to know from the hon Minister whether he is prepared to include any technical member in this group.

There is also no mention in the terms of reference about the accidents and about improvement in the working of the railways. May I know whether he is also prepared to add these to the terms of reference?

PROF. MADHU DANDAVATE

Firstly, I would like to dispel the misunderstanding in the mind of the hon Member that I or the Railway Ministry have set up the group. This group has been set up by the Planning Commission. The selection has been made by the Planning Commission.

Secondly, he says that there is not a single person who is connected with the technical aspects of the railways. I may point out that in the 19 member team there are two officers from the railways. One of them who tops the list, is Shri K S Rajan, Chairman of the Railway Board, who comes from the technical faculty of mechanical engineering. So it is not correct to say that none of the members will be conversant with the technical aspects of the problem.

He also raised the question of accidents which is a separate issue. The question that has been tabled is regarding the development of the railways.

SHRI MUKHTIAR SINGH MALIK

The railways is known as a public utility service. Most of the general public travels by the Second Class. Much of the revenue from the passenger traffic accrues from the passengers travelling by the Second Class. It is very surprising and rather very unfortunate that no mention has been made in the terms of reference about the passenger amenities. I can very well understand that this Working Group has been formed by the Planning Commission. But it is about the

development of railways. The railway Ministry must be very much concerned about the passenger amenities on the railways. May I know from the hon. Minister whether he is prepared to suggest to the Planning Commission or whether he can himself include the question of passenger amenities in the terms of reference of the Working Group?

PROF. MADHU DANDAVATE: If the terms of reference are made very wide in that case the Group will not be able to pinpoint the specific programmes of development of railways. Mainly, it is a question of development of railway lines in various areas, including the backward areas. It means that all the transport and traffic issues are being discussed. There is one term of reference, that is No. 3, in which it is stated that one of the tasks is to assess the requirements of passenger traffic in each year of the next Plan, including suburban traffic and non-suburban traffic. Probably, what he has suggested could come under that. But mainly it is a question of the development of railways.

श्री तेज प्रताप सिंह : क्या रेल मंत्री जी बजाने की कृप्य करेंगे कि जो बुकिंग ग्रुप बनाया गया है उसमें उसके टर्मस आफ रेफरेंस में यह भी है कि बैकवर्ड एरियाज में जहां रेलवे लाइन्स की कमी है उसको प्राथमिकता दे कर उसकी छानबीन करें और उसके बारे में रिपोर्ट दें ?

प्रो० मधु दंडवते : जो कार्य सूची और टर्मस आफ रेफरेंस की फेहरिस्त दी है उसमें नवें टर्मस आफ रेफरेंस की ओर मैं आपका ध्यान दिलाना चाहता हूँ—

"To recommend policy in regard to investment in the Railway lines of a developmental character.

जो पिछड़े हुए हल्के हमारे देश के हैं वहां रेलवे लाइन का विकास करने के लिए किस तरह से इन्वेस्टमेंट करे इसके बारे में भी एक टर्म आफ रेफरेंस रखा गया है और मैं यह भी बताना चाहता हूँ कि रेलवे मिनिस्ट्री

की तरफ से एक बोट प्री तैयार कर के भेजा जा रहा है जिसमें हय यह कहना चाहते हैं कि सिर्फ रिटर्न कितना मिल सकता है इसी आधार पर नयी रेलवे लाइन न बने बल्कि जो पिछड़े हिस्से हैं जहां उद्योग वगैरह खोलने के लिए इन्फ्रा-स्ट्रक्चर का निर्माण करने की आवश्यकता है उसके ऊपर भी ध्यान दिया जाय।

SHRI K. LAKKAPPA: This 9-point programme envisaged under the re-constituted Working Group to draw up a detailed railway development programme looks like any other programme, as a customary one, by any new Minister who comes and drafts it. Throughout the country, it is our experience that such programmes have never seen the light of the day so far as their implementation is concerned. In the terms of reference there is no item in regard to minimising or even cutting short all sorts of railway accidents that are taking place, including the recent one, which is the concern of the entire country. The development programme includes improving the efficiency of the administration. Even that has not been included in the terms of reference. I want to know from the Railway Minister whether the terms of reference includes any reference in regard to taking the stock of the situation of the functioning of the railways including the number of accidents that are taking place and whether there is any time-bound programme to implement such schemes, programmes, suggestions and conclusions arrived at by the Working Group. I want to know whether any time-limit has been fixed in the terms of reference in regard to the implementation of the development programme.

PROF. MADHU DANDAVATE: The hon. Member may recall that only while replying to another question, I had said that this was the specific objective of this particular study Group, that is, development of the railways. I may take the House into

we are also setting up a separate panel which will look into and study only the problem of accidents, so that that problem can be studied in depth. But that will come slightly at a later stage.

SHRI K LAKKAPPA My question was this: What is the time you have set to see that the suggestions, conclusions and deliberations of the Study Group are implemented? Unless the responsibility is fixed, nothing will move.

PROF MADHU DANDAVATE Already two meetings have been held. One was held on 4th October and the other in the month of November. By December, 1978 an interim report will be submitted.

श्री गुर्णा बंब : अध्यक्ष महोदय, टर्म्स आफ रेकेन्स के प्राइम (3) और (6) जो हैं उनमें 'To assess the requirements of passenger traffic in each year' और डेवलपमेन्ट के बारे में जो है, मैं मंत्री जी से जानना चाहूंगा कि बैकवर्ड एरियाज और हिली ट्रैक्स में रेलवे लाइन का विस्तार बहुत कम हुआ है और जो हुआ भी है वह आज से पचास साल पहले हुआ था तो क्या टर्म्स आफ रेकेन्स में इन एरियाज को प्रायटी देने के लिए कोई प्राविजन रखा जायेगा ?

प्रो० मधु दण्डवते : मैंने पहले ही बता दिया है कि टर्म्स आफ रेकेन्स का जो प्राइम (9) है उसमें डेवलपमेन्टल करैक्टर के बारे में विचार होगा। चाहे पिछड़े हुए इलाके हों, हिली ट्रैक्स हों या दूसरे एरियाज हों उनके लिए विचार किया जायेगा। मिनिस्ट्री की तरफ से जो नोट जा रहा है उसमें हिली ट्रैक्स और बैकवर्ड एरियाज का जिक्र है।

श्री युवराज : अध्यक्ष महोदय, रेलवे विकास कार्यक्रम तैयार करने के लिए कार्यकारी दल को जो भार सौंपा गया है उसमें क्या ऐसी जगहों के लिए जैसे दिल्ली से डायरेक्ट आसाम के लिए जो गाड़ी जाती है उसको बरीनी में ट्रान्शिपमेन्ट करना पड़ता है, केवल कटिहार तक 200 किलो-

मीटर के लिए क्या मंत्री जी तैयार हैं कि जो कार्यकारी दल गठित हुआ है उसमें पिछड़े क्षेत्रों और यातायात की सुविधाओं को ध्यान में रखते हुए इस विषय का प्राकलन करने को कहा जायेगा ? क्या इस बात पर भी कार्यकारी दल से विचार करने के लिए कहा गया है ?

प्रो० मधु दण्डवते : मूल प्रश्न रेलवे के विकास के सम्बन्ध में जो कार्यकारी दल गठित किया गया है उसके बारे में है। अगर माननीय सदस्य इंडिबिजुअल कैसेज के बारे में पूछेंगे तो मैं समझता हूँ जो मूल प्रश्न है उसके जुरिस्टिक्शन में वह नहीं आयेगा और इसलिए मैं उसका उत्तर देना नहीं चाहता।

SHRIMATI PARVATHI KRISHNAN
The Minister has often stated, both in public and on the floor of the House, about the importance of having a single gauge system. I would like to know why, in the terms of reference, the question of changing over to a single gauge system is not there at all and what the Minister proposes to do about it.

Secondly, the Minister has assured us that it will be his "constant endeavour"—these were his words—to see that there is an integration of various modes of transport. Here we see in item (iv) of the terms of reference—

"to suggest a policy framework for allocation of freight and passenger traffic based on consumer preferences, cost of services, etc., to rail road transport and coastal 'h'ping"

Does that mean that there is going to be a proper serious, detailed examination of an integrated policy because the backward regions and other regions will be adequately served only by integration of all branches of transport.

PROF MADHU DANDAVATE The import of the suggestion which is in the question that has been asked is already included in the terms of reference.

I would like the hon. Member to realise that even this aspect of the terms of reference is at the instance of the Railway Ministry that we have already given an assurance on the Floor of the House—that there will be a more integrated coordination between shipping, road transport and the railways and as a result of that, if the Planning Commission team goes into the problem and analyses in depth, it will be to the help of the Railway Ministry as we will be able to have a more integrated coordination between the three.

MR. SPEAKER: Next question.

SHRIMATI PARVATHI KRISHNAN: No Sir He has not answered my question of gauge conversion.

SHRI JYOTIRMOY BOSU: Sir, you promised to call me.

MR. SPEAKER: I give no promises to anybody.

PROF. MADHU DANDAVATE: Sir, one aspect of the question was whether this Group will take notice of the fact that there is an imperative need of having a single gauge. The various terms of reference in relation to transport and traffic requirements do indicate also that this question is also going to be taken into account.

SHRIMATI PARVATHI KRISHNAN: It is your understanding only, but not explicit in terms of reference.

PROF. MADHU DANDAVATE: What is implicit in the terms of reference, I am trying to make it explicit and I assure the hon. Member that we will send a further communication saying that it is our clear understanding that the question of unified gauge should also be taken into consideration.

MR. SPEAKER: Next question

SHRI JYOTIRMOY BOSU: On a point of order.

MR. SPEAKER: There is no point of order in Question hour.

SHRI JYOTIRMOY BOSU: Sir, I want to mention that I got up two or three times and you gave an indication that you would call me. Then, you allowed the Minister to go back after calling the number of the next Question.

MR. SPEAKER: There is no point of order

Question 186.

रेलवे द्वारा रविवार को बसूल किया जाने वाला विलम्ब शुल्क

* 186. श्री मीठालाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे रविवार के दिन भी, जो अवकाश होता है, माल के मालिकों से विलम्ब-शुल्क तथा अन्य खर्चें बसूल करती है जबकि बैंक आदि अन्य संस्थाएँ उस दिन बंद रहती हैं ;

(ख) यदि हां, तो क्या सरकार का विचार इस सम्बन्ध में कोई रियायत देने का है; और

(ग) यदि हां, तो कब तक और उसका व्यौरा क्या है ?

रेल मंत्री (प्रो० मधु दण्डवते) :

(क) रविवार सहित सभी दिनों के लिए विलम्ब-शुल्क लिया जाता है। रविवार के लिए स्थान-शुल्क केवल कुछ स्टेशनों पर ही लिया जाता है जो रेल प्रशासनों द्वारा अधिसूचित है।

(ख) और (ग). अधिसूचित स्टेशनों पर रविवार के लिए स्थान-शुल्क के सम्बन्ध में स्थिति की समीक्षा की जा रही है।

श्री मीठा लाल पटेल : अध्यक्ष महोदय, अगर किसी माल-मालिक का माल रविवार को 12 बजे के बाद, अर्थात् वकिंग-डे के टाइम के बाद आता है और उस के बाद रविवार पड जाता है, ऐसी स्थिति में वह माल को सोमवार को ही छोड़ा सकता है।