

# LOK SABHA DEBATES

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## LOK SABHA

Tuesday, March 14, 1978/Phalgun 23,  
1899 (Saka)

*The Lok Sabha met at Eleven of  
the Clock.*

[MR SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Execution of New Railway Lines

\*285 SHRI RANJIT SINGH Will the Minister of RAILWAYS be pleased to state:

(a) the names of railway lines for which foundation stones were laid by former Railway Ministers (with names) since Independence.

(b) the names of railway lines out of this category on which actual execution has been started may also please be stated,

(c) steps being taken for starting works on those railway lines of this category on which the work has not been started so far; and

(d) whether he proposes to provide sufficient funds for the execution of Nangal-Talwara railway line during 1978-79 (Annual budget)?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) to (d) A statement is laid on the table of the House.

#### Statement

(a) The names of the projects for which foundation stones were laid by the former Railway Ministers during the last 10 years ending March 1977, 3999 LS—1.

for which information is readily available are as follows:

S.No.	Name of the line	Name of the Minister who laid the foundation stone
1	Restoration of Pratapganj-Forbesganj line	Shri L.N. Misra
2	Saraigarh-Pratapganj	Shri L.N. Misra
3	Sakri-Hassanpur	Shri L.N. Misra
4	Jhanjharpur-Laukahabazar	Shri L.N. Misra
5	Nangal Dam-Talwara	Shri L.N. Misra

(b) Construction work on the following three lines has been completed:

- 1 Pratapganj—Forbesganj
2. Saraigarh—Pratapganj.
3. Jhanjharpur—Laukahabazar.

(c) and (d) Hassanpur—Sakri line is an approved work and will be taken up for construction as and when funds become available for this purpose. In the case of Nangal—Talwara line, the Preliminary as well as the Final Location Survey have been completed but the project has not been included in the Railway Budget on account of very limited availability of resources.

श्री रणजीत सिंह : अध्यक्ष जी, माननीय मंत्री जी ने जो स्टेटमेंट दिया है उसके मुताबिक पांच रेल लाइनों का पिछले दस सालों में उद्घाटन हुआ है, उनके फाउण्डेशन स्टोन्स रखे गये हैं जिनमें से तीन रेल लाइनें कम्प्लीट हो गयी हैं। एक हसनपुर-सकरी रेल लाइन प्रग्रैड है लेकिन नगल-तलवाड़ा

का प्रिलिमिनरी और फाइनल लोकेशन सर्वे हुआ है। मैं जानना चाहता हूँ कि इस लाइन को कम्प्लीट होने में कितना समय लगेगा और कब तक इस पर काम शुरू हो जाएगा जबकि इसका फाइनल सर्वे हो चुका है।

**प्रो० मधु बंडवले :** मैं सदन को बताना चाहता हूँ कि नागल डेम से तलवाड़ा तक की बी० जी० लाइन का खर्चा 22.47 करोड़ रुपये है। इस लाइन को जो सर्वे किया गया है, उससे पता चलता है कि पहले माल में उस का रिटर्न 0.18 परसेंट, छठे साल में 0.21 परसेंट और 11 वें साल में 0.25 परसेंट होगा। आज तक रिटर्न के सिलसिले में जो कमीटी तय हुई है, उस के आधार पर इस लाइन का रिटर्न बहुत कम है। हों मकना है कि आगे चल कर अगर वहां पर कोई इंडस्ट्रियल डेवलपमेंट होने की गुंजाइश होती है, तो यह रिटर्न बढ़ जाये। मैं यह भी बताना चाहता हूँ कि अगर आज रिटर्न कम है, तो इसका मतलब यह नहीं है कि वह हमेशा कम रहेगा। कई जगहों पर इंडस्ट्रियल पोटेंशियल बढ़ने के बाद रिटर्न 8 परसेंट में बढ़ कर 18 परसेंट तक हो गया है। लेकिन आज जो परिस्थिति है, वह मैं ने आप के सामने रखी है। अगर रिटर्न 10 परसेंट से ज्यादा होता है, तभी किसी लाइन को वायव्यल लाइन समझा जाता है। लेकिन जब रिटर्न इतना कम है, तो आज इस काम को पूरा करना ठीक नहीं है।

**श्री रणजीत सिंह :** मैं जानना चाहता हूँ कि क्या मिजिल ट्रेकिंग को दृष्टि में रखते हुए इस रेलवे लाइन का फाउंडेशन स्टोन रखा गया था, या पाकिस्तान के इमरान के बाद यह समझा गया था कि डिफेंस या मिलिटरी एंगल में एक मेकंड रेलवे लाइन का बनाना देश के हित में होगा।

**प्रो० मधु बंडवले :** मेरे पास अब तक जो जानकारी है, उससे तो यह पता नहीं

लगता है कि कोई डिफेंस के खयाल से यह सुझाव रखा गया था। लोगों की तरफ से बार-बार इस की मांग की गई थी। यह भी कहा गया था कि बैकवर्ड एरिया है और उसके डेवलपमेंट के लिए यह जरूरी है। इसी लिए 1973 में ट्रेकिंग सर्वे रिपोर्ट तैयार की गई थी। रिपोर्ट की तफ़्तील मैं ने आप के सामने रखी है। आज को हालत को देखते हुए उसे हाथ में लेना ठीक नहीं होगा। लेकिन अगर उसमें तब्दीली हांगी, तो हम जरूर विचार कर सकते हैं।

**SHRI HUKAM RAM:** The hon. Minister has said that he is not in a position to open new lines because they are not remunerative. But there are other regions in the country where remuneration can be achieved at a much better scale. For example, in Rajasthan, the survey has already been done in respect of railway lines from Nathdwara to Phalna and from Phalna to Barmer via Jalore. These are backward regions. In these regions, he can extract much more money by way of goods traffic and passenger traffic. That has got a strategic importance also. What is his reaction to that?

**प्रो० मधु बंडवले :** मूल सवाल कुछ निश्चित लाइनों के बारे में है। लेकिन माननीय सदस्य ने जो सवाल पूछा है, उस का मूल सवाल में कोई ताल्लुक नहीं है।

**SHRI SOMNATH CHATTERJEE:** May I know from the hon. Minister whether, before the foundation stones of these different railway lines mentioned on the statement were laid there were considerations of the projects and, after consideration their viability and profitability was determined or whether those foundation stones were laid without any proper consideration?

**प्रो० मधु बंडवले :** मैं किसी व्यक्ति के सद्हेतु पर हमला नहीं करना चाहता हूँ.....

**SHRI SOMNATH CHATTERJEE**  
Why don't you reply in English?

**PROF MADHU DANDAVATE** I am sorry I was replying previously in Hindi. I have no objection to replying in English. I have love for all the languages. I will speak in any language provided I know the language. I do not wish to cast any aspersion on any Minister who was handling this portfolio in the past. But I must say in this particular context unfortunately without going into details the foundation-stone was already laid and later on it was realised that a wrong foundation-stone was laid at a wrong time.

**AN HON MEMBER** What was the wrong time?

**MR SPEAKER** He did not do that  
(Interruptions)

**SHRI K. JAYAPPA** The Question Hour should not be utilized by attacking the previous regime. Why are you attacking him?

**SHRI B. RACHAIAH** What is the criterion for fixing up new lines? What is the percentage of return on new lines which the Government is going to take up at least hereafter? I am also reminding the Minister that the former Railway Minister Shri K. Hanumanthaiya alleged that nearly Rs. 6 crores which was meant for the Southern Railway was diverted to the Northern Railway.

**MR SPEAKER** The first question is all right. The second question does not arise out of this.

**SHRI B. RACHAIAH** Even before the approval of the plan and the estimate—whether they were remunerative or not—the foundation stone was laid. Therefore I wanted to know whether it is a fact that—according to the former Railway Minister's allegation—Rs. 6 crores was meant for the approved plan and scheme in the Southern Railway and it was diverted to the Northern Railway.

**PROF MADHU DANDAVATE** The first part I believe, is slightly relevant.

**MR SPEAKER** What he says is that what has been received for the Southern Railway has been diverted for this project.

**PROF MADHU DANDAVATE** As far as first part of his question is concerned, really speaking there has been no statutory provision as to what must be the minimum return that should qualify for the construction of a line.

**SHRI JYOTIRMROY BOSU** I am afraid the Railway Minister is not giving correct picture.

**PROF MADHU DANDAVATE** Let me complete. He anticipates my folly also. That is the trouble with him.

**MR SPEAKER** He is always in a hurry.

**PROF MADHU DANDAVATE** I wish to point out that though there has not been any statutory provision regarding the fixed return which should be the minimum base for the construction of a line by convention, it has been established that at the return is more than 10 per cent the line is supposed to be a viable line and generally such cases are taken up.

(Interruptions)

Let me complete. The supplementaries are asked before the question is not complete.

**MR SPEAKER** You have not answered it. He has replied.

(Interruptions)

**PROF MADHU DANDAVATE** I made it very clear that this is not the rigid formula that has been observed because sometimes for development consideration certain projects are coming up some fertiliser projects are coming up on the demand of those particular Ministries sometimes sidings are needed. But generally if

the return is more than 10 per cent, it is supposed to be a viable line, and in this particular case, it was found out that economic viability was not there. By and large, we will also take care of the fact that if allocations are made for a particular project, they won't be diverted for some other projects. That is an assurance that I can give you.

(Interruptions)

SHRI JYOTIRMOY BOSU: I have been trying from the very beginning. Let the House know what is this.

MR. SPEAKER: There are people. We have to give a chance to all parties. Shri Lalji Bhai.

SHRI JYOTIRMOY BOSU: I have not put a question for the last 10 days.

MR. SPEAKER: That is unfortunately an impossibility.

श्री लालजी भाई : अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि भारत में जिन जिन रेल लाइनों का सर्वे हो चुका है उनकी सख्या क्या है तथा कितनी रेल लाइने ऐसी है जिनका शिलान्यास हो चुका है और वे कब तक सम्पूर्ण कर दो जायेंगी ?

प्रो० मधु दंडावते : अध्यक्ष महोदय, आपकी इजाजत हो तो मैं इसका जवाब दे सकता हूँ। मेरे पास इसके आंकड़े हैं।

MR. SPEAKER: No, no, that does not arise. We are on a particular.

PROF. MADHU DANDAVATE: If you permit, I am prepared to give an answer.

MR. SPEAKER: It does not arise. There are other questions.

SHRI JYOTIRMOY BOSU: The Public Accounts Committee, in its one Hundred and Seventy First Report, has clearly stated:

"Since the construction of new lines in hilly, backward and undeveloped areas is essential for the economic development of these areas, the Committee desire that the General Revenues and the Government should subsidise the Railways in the matter of construction of new lines in such areas just as some other incentives in the form of tax exemptions, provision of facilities on a priority basis are being given for accelerating the development of these areas."

"The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed...."

MR. SPEAKER: Please give the substance of that.

SHRI JYOTIRMOY BOSU: I am asking my question.

"The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed for undertaking projects relating to construction of new lines in hilly, backward and undeveloped regions of the country. All the hilly and backward areas should be identified as defined and enumerated by the Planning Commission and comprehensive long range plans for the provisions of new lines in each area drawn up on a high priority basis."

In this context I would like to ask the hon. Minister what specific action has been taken on this firm recommendation of the Public Accounts Committee.

PROF. MADHU DANDAVATE: I had already given a specific reply to this question, and I will repeat it today. To the same query made in this House some time back, I have already informed the House that the Railway Ministry also wants that the backward areas and the areas covered by hilly and adivasi tracts should be given a special consideration. The Ministry has prepared a special paper and submitted it for the consideration of the Planning Commission, and we are told by the Planning Commission that they have yet to finalise their

final policy and pending that, we can undertake only those lines which are cleared.

श्री सुरेन्द्र शा सुबन : भूतपूर्व रेल मंत्री श्री ललित नारायण मिश्र ने सकरी-हसनपुर रेलवे लाइन का शिलान्यास किया था और साथ ही समस्तीपुर-दरभंगा लाइन को परिवर्तित करने का वचन दिया था। मैं मंत्री महोदय से जानना चाहता हूँ कि इस के सम्बन्ध में वे क्या करने जा रहे हैं ?

श्री० मधु बंडवते : जहां तक पहले मंडाल का सम्बन्ध है—हसनपुर-सकरी रेलवे लाइन का सर्वे किया गया था। अगस्त, 1976 में बिहार और अन्य राज्यों के साथ जा कार्म्पाडेन हुई थी, उसमें हम लोगों ने कहा था कि अगर जमीन के बारे में राज्य सरकार कुछ फैसला करे, तो हो सकता है कि हम के बारे में हम कुछ पूर्ण विचार करें। राज्य सरकार की तरफ से हमारे पाम एमोरेस आ गई है। डी० सी० एफ० मेथड के आघार पर जो सर्वे उस समय हुआ था उसमें रिटर्न 2.9 परसेंट है। इन हालात को देखते हुए सरकार ने चार लाइनों को फीज करने का निर्णय किया है, जिन में एक लाइन यह भी है।

**Defective Drill Pipes from U.S.S.R.**

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\*266 SHRI SARAT KAR:  
SHRI SHWAR  
CHAUDHRY.

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government's attention has been drawn to the News item in the 'Indian Express' dated 14th February, 1978 that over 70 per cent of the Russian drill pipes imported by the Union Government for use by the Indian Oil and Natural Gas Commission are defective;

(b) if so, the details regarding the loss Indian Government had to bear in this regard; and

(c) whether any protest has been lodged by Indian Government in this regard and if so, with what result?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):  
(a) Yes, Sir.

(b) and (c). The ONGC have been importing drill pipes from Russia since 1957. In supplies received during the last 2-3 years, a few failures were noticed during drilling operations. According to the ONGC, approximately 76 per cent of the drill pipes have been found to be sub-standard. This figure has been disputed by the Soviet side mainly on account of difference of opinion on various technical points. The whole matter is under discussion with the Soviet suppliers and it is hoped that a mutually agreed decision would be forthcoming in the near future.

SHRI SARAT KAR: I have asked for details regarding the loss the Indian Government had to bear in this regard. The Hon. Minister has not mentioned that. I would like to know the details of loss in terms of money and in terms of time and the loss to our progress.

My second supplementary question is whether you can fix any responsibility on the officials of the previous Government who deliberately did this.

SHRI H. N. BAHUGUNA: The size of the loss, if any, will be known only when this particular dispute is settled finally; then alone will we be able to say what the size of the loss is. It is difficult to say now, but the total money involved is about Rs. 70 lakhs only.

Secondly, so far as the purchase of this is concerned, this arose out of a trade protocol signed at a meeting of the Indo-Russian Joint Commission in October 1974. Consequent thereupon, the commodity purchased was one of these commodities. Therefore, the question of finding anyone guilty on this account does not arise.