

question. I have gone through his statement. You know that the Indian Railways also had sent the specialists to other countries like Iran, Iraq, Africa etc. under the Colombo Plan. India is supposed to have sent them for a certain training under that Plan to the U.K. You have, of course, given a statement. My question is: how these officers have been selected by the Committee? Why others are not selected—this is my question.

**SHRI C. K. JAFFER SHARIEF:** The Railway Board selects the officers. They must be officers in senior rank in the administrative cadres, working directly on the jobs on which they will take higher training; their reports and their performance should be outstanding and also they must not have been abroad for training earlier no vigilance cases should be against them.

These are the criteria on which they are sent abroad for training.

**श्री मलिक एम० एम० ए० खाँ :** मंत्री महोदय ने कहा है कि ये आफिसर कोलम्बो प्लान के तहत ट्रेनिंग के लिए जा रहे हैं और उन पर कोई चर्चा नहीं आयेगा। क्या यह सही है कि जहाँ हम अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं, वहाँ हम पर भी यह आबलिंगेशन है कि जितना रुपया हमारे आफिसर्स की ट्रेनिंग पर खर्च किया जायेगा, उतना ही रुपया हम डेवेलपिंग या अंडर डेवेलपड कंट्रीज़ के लोगों को ट्रेनिंग देने पर खर्च करें ? क्या इस तरीके का सकिल है, क्या यह सही है ? अगर सही है तो यह कहना कि उन पर कोई खर्च गवर्नमेंट आप, इंडिया का नहीं आयेगा क्या यह सही है ?

**SHRI C. K. JAFFER SHARIEF:** Sir, this does not arise out of this question.

**श्री मलिक एम० एम० ए० खाँ :** अध्यक्ष महोदय, मंत्री महोदय ने जवाब दिया है कि आफिसर्स को कोलम्बो प्लान के तहत भेजा जा रहा है। मैं यह कहना चाहता हूँ कि यह एक सकिल है। हम जो अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं तो हमें भी अपने यहाँ अंडर-डेवलपड कंट्रीज़ के लोगों को बुलाना पड़ता है ट्रेनिंग के लिए। तो यह कहना कसई गलत है कि हमारी कीम का कोई पैसा उन पर खर्च नहीं होता।

**SHRI C. K. JAFFER SHARIEF:** Sir, I seek a separate notice for this question.

**SHRI SATYASADHAN CHAKRABORTY:** Sir, it is said that these officers are going for specialised training in general management, etc. under the Colombo Plan. But the pertinent question is whether it is necessary that they should undergo this training abroad? Is it to improve our efficiency and know-how or for what purpose or is it just a routine affair?

**SHRI C. K. JAFFER SHARIEF:** In the developed countries, Sir, there is always advancement in science and technology. There is nothing wrong in sending our people to acquire the knowledge of advancement in science and technology where you do not have to invest.

#### Conversion of Rupsa—Bangriposi Line

\*482. **SHRI CHINTAMANI PANIGRAHI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of Rupsa-Bangriposi Rail link into Broad Gauge is going to be undertaken soon; and

(b) what is the final decision taken thereon?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) and (b). The survey work in field has been completed. The project report is being finalised by the Railway Admn. and is expected to be received shortly. A decision on the new BG rail link will be taken after the project report has been carefully examined and evaluated.

**SHRI CHINTAMANI PANIGRAHI:** Sir, the hon'ble Minister has said that already report has been submitted to the government and now it is being carefully considered. I would like to know what is the difference between 'under consideration' and 'careful consideration'. I am very happy that after long years of demand from

Orissa government—about 25 years—ultimately Railway Ministry has undertaken this survey and the report is completed. But we were given to understand that it will be included in 1981-82 budget for conversion. Why is it that this has been delayed and whether within the next two-three months will it get completed?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** Sir, the difference between consideration and serious consideration is that serious consideration means that Government is quite serious about it.

**SHRI CHINTAMANI PANIGRAHI:** I am very happy that it has come under serious consideration. It is an improvement. I would like to know after this survey what is the actual estimate for this conversion into Broad Gauge and whether in the next two-three months time the final decision will be taken so that by the end of this year conversion work starts?

**SHRI MALLIKARJUN:** In 1979 when the survey was done it was about Rs. 3.97 crores but at the present price level it will be more. Because of the persistent demand by the State Government, the government is taking keen interest in the matter.

**SHRI CHINTAMANI PANIGRAHI:** Proper reply has not come, Sir. What is 'keen interest'?

**SHRI CHINTAMANI JENA:** May I know when the narrow gauge line will be converted into broad gauge line? By which year the work will be started? I want to categorical reply. After the price index has increased, the cost would have also increased. So I want to know what would be the extra cost involved.

**SHRI MALLIKARJUN:** Conversion of this narrow gauge into broad gauge with further extension will be taken up when the survey report is received and we examine those things.

### Railway Lines under construction in Orissa

**\*483. SHRI LAKSHMAN MALLICK:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the names of new railway lines in the State of Orissa which are under construction along with their target dates for completion;

(b) the names of the proposed new railway lines for the State of Orissa which are under consideration of Government with its financial implications; and

(c) by what time the construction work on the proposed new railway lines is likely to start?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) to (c) A statement is laid on the Table of the House.

#### Statement

(a) New Railway lines now under construction in Orissa. First phase of the line from Jakhapura to Daitari 33 kms of Jakhapura-Banspani BG rail link project (176 kms)-target date of completion December, 1980.

(b) and (c) New Railway lines in Orissa, which are either under consideration or for which surveys are nearing completion or are in progress.

(i) *Telcher - Sambalpur* — approx. length 160 kms. The preliminary engineering-cum-traffic survey sanctioned in 1977-78 has been almost completed and the survey report now being finalised by the Railway Admn. is expected to be received shortly:

(ii) *Conversion of Rupsa Rupsa-Bangriposi narrow gauge line into BG and its extension*—approx. length 134 kms. A reconnaissance engineering-cum-traffic survey has been completed and the engineering and traffic reports are being finalised by the Railway Admn. and are expected to be received shortly.