

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.

(iii) *Koraput-Salur/Parvatipuram/Rayagada*—approx. length 170 kms.

Preliminary engineering-cum-traffic survey for the rail links from Koraput to Salur/Parvatipuram/Rayagada is being carried out by M/s. Rail India Technical & Economic Services and the survey is expected to be completed by September, 1980.

A decision on these new rail-link projects will be taken after the survey reports are received and examined keeping in view the financial viability and availability of funds and clearance by the Planning Commission.

**SHRI LAKSHMAN MALLICK:** This is a very important rail link in Orissa. It will establish a direct link to Paradeep port and also it will develop the backward regions of the district of Keonjhar in Orissa. This will reduce the cost of Iron Ore to be transported to Paradeep. It will also be a national gain.

This Railway link is divided into two phases. The first phase is from Daitari to Jakhapura and the other phase is from Jakhapura to Bansapani. The first phase of the railway link is under construction.

May I know from the hon. Minister, what about the second phase of the Jakhapura Bansapani rail link? When it will be sanctioned? What will be the cost of the same? When it will be started? I want to know about this.

**SHRI MALLIKARJUN:** The second phase from Daitari to Bansapani is about 145 K.M. The first phase is Jakhapura to Daitari. Considerable progress has taken place in the first phase. Regarding the second phase, Government is very keen to complete it. It is really a strategic line. Iron ore has to be exported from Paradeep. From Bansapani it will be convenient for the Government also to export it.

**SHRI CHINTAMANI PANIGRAHI:** We would like to know from the hon. Minister about Part 'B' of the question. We have got here the names of the proposed new railway lines: Regarding the new railway line from Talcher to Sambalpur, traffic and engineering survey has been completed. In the speech of the hon. Minister in the House we were told that this Talcher-Sambalpur report will come by end of May and by June perhaps the report will be finalised. I only want to know whether the report has been finalised? If so, what is the present position?

Secondly I would like to know this. Regarding Jakhapura to Bansapani the entire line was sanctioned, by the Planning Commission. Why it is that this is sanctioned again phase-wise? It has been sanctioned only up to Jakhapura and from Jakhapura to Bansapani it has been given up. Why this has been done? We would like to know this.

**SHRI MALLIKARJUN:** So far as the first part of the question is concerned about Talchar to Sambalpur, I would like to say that the report has been received. It is in the finalisation stage. So far as the second part is concerned, because of the non-availability of the funds, we have to take it up in phases, i.e. 1st phase, second phase and so on and so forth. So, it is at that stage now. As I said, it has been decided to undertake the construction of this line from Jakhapura to Bansapani. It has to be constructed.

**SHRI CHINTAMANI PANIGRAHI:** I would like to know from the Minister whether the Orissa Government...

**MR. SPEAKER:** Shri A. C. DAS.

**SHRI CHINTAMANI PANIGRAHI:** It arises out of this thing. May I know whether the Orissa Government...

**MR. SPEAKER:** No, order pleased. I have called Shri A. C. Das.

श्री अनादि चरणदास : अध्यक्ष महोदय, जो स्टेटमेंट दिया गया है, उससे पता चलता है कि कोरापुट-सालूर पार्वतीपुरम-रायगढ़ा न्यू रेलवे लाइन की सितम्बर तक सर्व रिपोर्ट मिलने की उम्मीद है। यह कोरापुट का एरिया खास तौर से फारेस्ट एरिया है, पहाड़ी इलाका है और आदिवासी इलाका भी है। इधर फ्रैंच कोलाबोरेशन से एल्यूमिनियम कॉम्प्लैक्स स्थापित करने का भी प्रयोजन चल रहा है। इस बात को देखते हुए क्या मंत्री महोदय सर्व रिपोर्ट जल्दी से जल्दी कम्प्लोट कराने का विचार करेंगे ?

श्री मल्लिकार्जुन : अध्यक्ष महोदय, जल्दी-से-जल्दी काम को कराने का हमारा इच्छा है।

### Waltair Division

\*484. SHRI R. RAJAGOPALA NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Andhra Pradesh has requested to add Waltair Division to South Central Railway; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The request has been examined by the Railway Ministry. However, transfer of Waltair Division of South Eastern Railway to South Central Railway has not been found advisable in view of the over-riding operational and administrative considerations.

SHRI P. RAJAGOPALA NAIDU: What are the real difficulties in merging the Waltair Division with the South Central Railway?

SHRI MALLIKARJUN: Sir, territorial jurisdiction of the Railway Zones depends on a variety of operational features like streams of traffic flow of empties, originating loading, location of marshalling yards, engine homing, sheds, terminal facilities, available density of traffic, composite workload index etc. etc.

SHRI P. RAJAGOPAL NAIDU: Even if the Railway authorities are not contemplating to merge this division with the South Central Rail-

way, will it not be administratively advantageous to merge this division with the South Central-Railway?

SHRI MALLIKARJUN: Basically as far as the railway transportation is concerned, we look at it from the operational point of view and about the Hon'ble Member's query as to the feasibility of merging this division with the South Central-Railway, the answer would have been negative.

### New Mangalore Port Trust Board

\*485. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the reasons for not appointing the labour members on the New Mangalore Port Trust Board when the same was constituted with effect from 1st April, 1980;

(b) the memberships as on what date was taken as basis for assessing the relative strength of each union; and

(c) whether the procedure being followed in Mangalore was adopted in case of any other Port when it was first constituted?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Verified membership of the unions of workers functioning in the Port was available as on 31-12-1978. However, being the first Port Trust Board, it was considered desirable to base representation of labour on it on the latest figures of membership. Accordingly, fresh verification of membership of unions as on 31-12-1979 is being conducted. It has been decided to keep labour seats vacant till results of verification as on 31-12-1979 become available.

(c) In the case of Tuticorin, where first Port Trust Board was set up from 1-3-1979, labour trustee was appointed on the basis of special verification conducted as on 31-12-1977.

SHRI K. A. RAJAN: Sir, if you go through the statement, you will find the inherent contradictions and