

So, I want to know from the Prime Minister particularly whether she will take effective steps to rectify this defect and see that we start manufacture of vital components so that we may become self-reliant.

AN HON. MEMBER: That is a matter for consideration.

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): It is very much a part of our policy that we should become self-reliant and manufacture as much as we can ourselves. Our scientists and our engineers are working on this.

I heard some hon. members saying 'Ha, Ha' just now when a Member spoke about what happened during the Janata Party rule. I am told that.

"The liberalisation of imports policy of 1978-79 resulted not only in additional draws of foreign exchange but also put some domestic industries at a disadvantage."

I do not want to go into the details of the examples we have "but we do have to take steps now to ensure that domestic industries and self-reliance are not affected by our measures to promote imports or to fill up the so-called gaps in technology or productivity capacities as part of this process and we should have reasonable restrictions... (Interruptions) in the import policy to reduce our dependence on imports thereby providing the desired protection to our own indigenous industry."

MR. SPEAKER: Next question—
Shri Harinatha Misra... Then Shri A Neelalohithadasa Nadar....

Shri Narain Chand Parashar.

Drawbacks in Industrial Development of Backward Areas

*663. PROF. NARAIN CHAND PARASHAR: Will the Minister of INDUSTRY be pleased to state;

(a) whether Government are aware that one of the major drawback in the industrial development of backward areas is the lack of infrastructure like the Railway lines and other means of communications in these regions;

(b) if so, whether his Ministry have requested the Planning Commission and the Union Ministry of Railways for the construction of new Railway lines in these regions;

(c) if so, the names of the Railway lines which have been planned for the industrial development of these regions on the recommendations of his Ministry and whether some of them have since been sanctioned constructed;

(d) if so, the names thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a): Yes, Sir. This is true in some cases.

(b) to (e). Government had appointed the National Transport Policy Committee in April, 1978 to evolve a rational policy for construction of new railway lines including unremunerative lines and developmental lines in the backward areas of the country. This committee has recently submitted its report which is under examination.

A statement is laid on the Table of the House regarding new lines projects and surveys.

Statement-I

New line projects in progress

S.No.	Project	State	Railway	Length in Kms.
1.	Vasai Road-Diva BG Link . . .	Maharashtra	Central	42 00
2.	Wani-Chanaka BG Rail link upto Pimpalkoti	Do.	Do.	75 00
3.	Apta-Roha BG rail link	Do.	Do.	62 00
4.	Mirchaduri/Karaila Road-Jayant . . .	U.P.	Eastern	33 00
5.	Howrah-Sheakhala BG line	W.B.	Do.	17 13
6.	Sahdara-Saharanpur link	U.P.	Northern	157 80
7.	Rohatak-Bhiwani	Haryana	Do.	49 30
8.	New BG line from Rampur to New Haldwani	U.P.	N.E.	78 40
9.	Sakri-Hasanpur Road MG line	Bihar	N.E.	74 90
10.	Bagaha-Chitauni MG (Restoration) . . .	UP/Bihar	N.E.	28 41
11.	Guahati-Burnihat BG rail link	NE Region	Do.	28 21
12.	Dharmanagar-Kumarghat MG	Do.	Do.	33 50
13.	Balipara-Bhalukpong MG	Do.	Do.	33 45
14.	Silchar-Jiribam MG	Do.	Do.	50 36
15.	Amzuri-Tuli	Do.	Do.	17.07
16.	Lalaghat-Bhairabi MG	Do.	Do.	48.77
17.	New line from Nagercoil to Kanyakumari .	Tamil nadu	Southern	73 31
18.	Alleppey-Ernakulam	Kerala	Do.	51 00
19.	Bibinagar-Nadikudde BG	A.P.	S.C.	151 00
	(Bibinagar-Nalgonda Phase-I 74 Kms. taken up)			
20.	Bhadrachalam Road to Manuguru BG . .	A.P.	S.C.	52 00
21.	Munickgarh-Chandur BG.	Maharashtra	S.C.	26 00
22.	Jaggeyapeta-Bonakalu BG.	A.P.	S.C.	34 00
23.	Bringing Old Madhavnagar station on the main line by providing a chord line between Punc-Miraj section	A.P.	S.C.	1 50
24.	Restoration of Miraj-Sangli rail link . . .	A.P.	S.C.	7 77
25.	Howrah-Amta including Bargachia-Champadanga BG.	W.B.	S.E.	52 78
26.	Banspani-Jakhapura BG Phase I (Jakhapur-Daitari 33.50 Kms. taken up)	Orissa	S.E.	176 00
27.	Talgaria-Tupkadih BG	Bihar	S.E.	30 02
28.	Nadiad-Kapadvanj Modasa BG	Gujarat	Western	105 00
29.	Kota-Chittorgarh BG	Rajasthan	Do.	242 00

Statement-II

Surveys or new lines in progress

Sl No.	Project	State	Railway
1.	Lalitpur-Singrauli via Khajuraho, Satna and Rewa	M.P.	Central
2.	Budge Budge-Namkhana	W.B.	Eastern
3.	Ranchi-Giridih via Hazaribagh Town and Koderma	Bihar	Do.
4.	Mandarhill-Baidyanathdhām	Bihar	Do.
5.	Jammu-Udhampur	J&K	Do.
6.	Gaya-Rajgir	Bihar	Eastern
7.	Jagadhri-Paonta-Rajban	Punjab	Northern
8.	Karur-Dindigul-Tuticorin	Tamilnadu	Southern
9.	Korapur-Salur/Parvatipurām/Rayagada	Orissa	S.E.
10.	Talcher-Sambalpur	Orissa	S.E.
11.	Barwadih-Karonji	M.P.	S.E.
12.	Kharagpur-Diglā	W.B.	S.E.
13.	Modasa-Shamlaji Road	Gujarat	Western

New Surveys

1.	Guna-Shivpur-Gwalior Etwah	M.P.	Central
2.	Arrah-Sasaram	Bihar	Eastern
3.	Beas-Gaonwāl Sahib	Punjab	Northern
4.	Mirzapur-Bhadohi	U.P.	Northern
5.	Naal-Talwara	H.P.	Do.
6.	Bhadohi-Babatpur	U.P.	Do.
7.	Kalka-Parwano	H.P.	Do.
8.	Padrauna-Deoria	U.P.	N.E.
9.	Garuvayur-Triccher via Kuttipuram	Kerala	Southern
10.	Chitradurg-Rayadurg	Karnataka	Do.
11.	Nizamabad-Ramagundam	A.P.	S.C.
12.	Gandhidham-Bhul-Lakhpat via Mandvi	Gujarat	Western
13.	Patancheru to Paddapelli via Sangareddy, Medak Akampet Siddipet and Karimnagar	A.P.	S.C.

Statement III

<p>Projects under reference with Planning Commission for clearance.</p>	<p>1. Karu-Tuticorin BG Line (S.R.)—Length— Cost Rs. 42.85 crores.</p> <p>2. Chitradrug-Rayagada (S.R.)—Length 100 Kms.—Cost Rs. 18 crores.</p> <p>3. Dhalli Rajhara-Jagdarpur (S.E.R.) BG line—Length 234 Kms. Cost Rs. 60 crores.</p> <p>4. Daitari-Banspani BG rail link (S.E.R.)</p> <p>5. Roha-Dasgaon (C.R.)—Length 45 Kms. Cost Rs. 9 crores.</p>
<p>Project cleared by the Planning Commission for inclusion in the Supplementary Demand for 1980-81.</p>	<p>Telapur-Patancheru BG Line (S.C.R.) Length 5 Kms.—Cost Rs. 1.50 crores.</p>

PROF. NARAIN CHAND PARASHAR: From the statement it appears that there are about 55 lines in all under New Line Projects in Progress, Under Surveys and New Surveys which have been taken up at the instance of the Industry Ministry.

Sir, India is a vast country and one of the reports of the Estimates Committee of this House has also recommended construction of new lines in backward areas. May I know from the hon. Minister whether the recommendations of the Ministry would be made in such a way that at least each State gets one new line and in that case whether the Nangal-Talwara line in Himachal Pradesh which has been inaugurated in 1974 will get the priority.

SHRI CHARANJIT CHANANA: The details of the report of the Committee, as I have already said in my reply, are under examination. But, as far as the hon. Member's suggestion is concerned, that can always be referred to the Railway Ministry when the Report is considered, accepted and they have decided about the implementation.

PROF. NARAIN CHAND PARASHAR: Sir, this is not a question of report of the National Transport Policy Committee. It is a question of recommendation of the Ministry in such a manner that all parts of the country

get the benefit—at least each state gets the benefit—of the railwayline. Is that the recommendation of the Ministry of Industry?

SHRI CHARANJIT CHANANA: That, Sir, is too general. But I can reply to the hon. Member in general that the Policy of the Government of India is equitable development of the country. We always allot such lines, development of such lines, on an equitable basis.

SHRI M. SATYANARAYAN RAO: Sir, I want to know from the hon. Minister whether it is a fact that in spite of the districts being backward, for laying railwaylines in backward areas, where industries are coming up and are already established, particularly, still why Government has not taken any steps in that regard for providing lines? I would like the hon. Minister to see that he at least recommends to the hon. Railway Minister who is just sitting behind him to lay railwaylines in the backward States. I want to know what steps are you taking in this regard to take the new railway lines to the backward States?

SHRI CHARANJIT CHANANA: I want to draw the kind attention of the hon. Member to the reply given by me. The National Transport Policy Committee was appointed for this very purpose and it is after the examination of the whole report, it would go in the shape of the recommenda-

tion to the Railway Minister about the laying of the lines. He would of course take all this into consideration in the implementation of the recommendation for developing the areas.

SHRI NIREN GHOSH: I want to know whether he would regard some parts of West Bengal as backward areas. If not whether the entire industrial development is centred on one or two States. Would the Government give the break-up of the figures of the licenses issued between different States during the last two years?

SHRI CHARANJIT CHANANA: This does not provide a reply to the hon. Member's question. I would suggest that the hon. Member may raise a separate question to get a reply from me.

श्रीमती विद्यावती चतुर्वेदी : अध्यक्ष महोदय मध्य प्रदेश का जो बन्देलखण्ड क्षेत्र है, वह बिल्कुल ही पिछड़ा हुआ क्षेत्र है। उद्योग की तरफ से भी और रेल लाइन की तरफ से भी वह एक पूरी तरह से पिछड़ा क्षेत्र है। उस क्षेत्र में भी इस तरह की कोई रेल लाइन बिछाने का प्रस्ताव है जिससे कि वहां भी उद्योग पनप सकें और उस पिछड़े इलाके का विकास शुरू हो जाये ?

श्री चरणजीत चानना : स्पीकर साहब, जहां तक रेल लाइन का सम्बन्ध है, उसके लिये हमने एक कमेटी अपाईंट की थी और वह काम कर रही है। जहां तक बन्देलखण्ड एरिये का सवाल है, हमने इंडस्ट्रली वेबवर्ड एरियाज आइडेन्टीफाई किये है और उनमें से वन बाई वन हम ले रहे है और उन्हें एग्जामिन कर रहे हैं कि क्या उनके ड्राबैकम है, क्या डिफिकल्टीज है, क्या वहां पर इफाम्प्टक्चर है और कहां से और कैसे उनकी प्लानिंग करनी चाहिये ?

श्रीमती विद्यावती चतुर्वेदी : आपके पास पिछड़े हुए जिलों की इलाकों की लिस्ट होगी, क्या उममें यह है ?

SHRI CHARANJIT CHANANA: Mr. Speaker, Sir, I only informed the hon. Member that there is already a list of 101 districts which have been identified as industrially backward districts and there are 247 districts which are again open to the financial concessions. Only those areas have

been identified as backward areas and for that, if the hon. Member is interested to have a list, we can give that.

DR. KARAN SINGH: Mr. Speaker, Sir, apart from the laying of railway lines, it is clear that the industrial policy in backward areas requires a rational road transport policy also. There are areas where railways cannot go and should not go. Now, Sir, from the reply given it would seem that the National Transport Policy Committee is concerned only with the railway lines. Would the hon. Minister let this House know whether you are also interested in the development of roads particularly, in the Himalayan areas where, by roads alone, they can be developed?

SHRI CHARANJIT CHANANA: I would only request the hon. Member to see not only the reply but the question also. The question put by the hon. Member is related to the laying of railway lines. So, we have given the list to the Members. We have also informed the House and the Members of the details of the railway lines only. The Committee known by its name National Transport Policy Committee does not only deal with the railway lines. Transport include other things also. All modes of transport are included in the terms of reference of the Committee and the details of the committee report would be available after it is examined, approved and accepted.

WRITTEN ANSWERS TO QUESTIONS

Undertrial Prisoners in Jails

*656. **SHRI R. R. BHOLE:** Will the Minister of HOME AFFAIRS be pleased to lay a statement showing:

(a) the number of undertrial prisoners committing (i) bailable offences, (ii) non-bailable offences, in jail for more than 1 month, 2 months, 3 months, 4 months, 5 months, 6 months and more in Union Territories; and