

Mr. Deputy-Speaker: Is the hon. Member concluding his speech?

Shri Radhelal Vyas: I have yet to say a few things. But if there is no time, I will finish it. I have yet to make certain suggestions.

One suggestion is very important and that is regarding appeals.

Mr. Deputy-Speaker If he is concluding after this suggestion then I can allow him some more time.

Shri Radhelal Vyas: I have yet to make a few suggestions.

Mr. Deputy-Speaker: Then he might continue tomorrow.

16.59 hrs.

INDIAN TARIFF (AMENDMENT)
BILL*

The Minister of Industry (Shri Manubhai Shah): Sir, I beg to move for leave to introduce a Bill further to amend the Indian Tariff Act, 1934

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Tariff Act, 1934."

The motion was adopted.

Shri Manubhai Shah: Sir, I introduce† the Bill.

An Hon. Member: Can we get copies of the Bill?

Mr. Deputy-Speaker: Copies would be given to hon. Members just now. They will be circulated to them.

17 hrs.

**HASSAN-MANGALORE RAIL
LINK

Shri Achar (Mangalore): Mr. Deputy-Speaker, though the discussion is raised on a particular question, No. 789, I submit that this Hassan-Mangalore railway link has been the subject matter of several other questions also. I find subsequent to that question also, though there have been several questions, unfortunately, our position is exactly where it was when the earlier question was asked.

Mr. Deputy-Speaker: Does the railway move by asking questions only?

Shri Achar: Questions have been asked. But, we have not moved forward though it is a matter of railways.

In fact, I submit, during the Budget debate last February, the Railway Minister, Shri Jagjivan Ras, come out with a statement that it is possible that three lines may be newly opened. I felt some consolation at that time that of the three lines, Hassan-Mangalore was the first. He also said that he may be coming for an additional demand for starting that line. Later on, it happened that for the other two lines, he came with supplementary demands. Unfortunately for the people of this area, west coast, Mysore State, and I would say, even Kerala, the other two lines were taken up and this line was not taken up. We have been asking, I must thank my hon. friend Shri T. B. Vittal Rao also,—we have been asking question after question about this matter. The questions are also more or less the same and the answers are also the same.

The Deputy Minister of Railways (Shri S. V. Ramaswamy) The position is also the same.

Mr. Deputy-Speaker: Could there be different answers to the same question?

*Published in the Gazette of India Extraordinary, Part II—Section 2, dated 14-12-59.

†Introduced with the recommendation of the President.

**Half-an-hour discussion.

Shri Achar: Whether a decision has since been arrived at with regard to the Hassan-Mangalore railway link: Not yet. Next, question: if so, the nature of the decision arrived at: Does not arise. Next: if the reply to part (a) is in negative, the reasons therefor: the matter is still under consideration.

I find, I moved this matter and the last answer is on 25th November, 1959. **Shri T. B. Vittal Rao** and three other friends put the question and the answer was also the same. Question: Whether the Planning Commission has concluded consideration. Not yet, Sir. If so, the nature of the decision and the grounds for taking that decision: Does not arise. We see what the position is. That is my great disappointment. Though the Railway Minister said as early as 17th February, 1959 that it is likely he would come with a supplementary demand for starting this line, it has not been taken up. In reply to one or two supplementary questions, I do not remember, who asked the questions, the Deputy Minister, **Shri S. V. Ramaswamy** was kind enough to say that the Railway Board has also tentatively decided to have this line. So far as I can make out, the hon. Railway Minister, the Railway Board, all of them seem to have decided on this question that this is an absolutely important link and it ought to be taken up.

Here, I would like to say a word or two on the importance and the absolute necessity for this railway line.

A cursory look at the railway map of India will show how important it is. We have got railway links—I have mentioned this point earlier also—all over India. For example, on the east coast from Calcutta to Tuticorin, on the west coast from Amritsar to Bombay, and then again from Mangalore to Trivandrum. Practically it covers the whole of India, and the only link we do not find is between Mangalore and Bombay. I submit that anybody

looking at the map will say it is almost a partiality.

It may be, circumstances led to it, there are reasons for it. This portion of the country, namely the North and South Kanara Districts and to some extent Coorg, happened to be the tail end of the several States. In fact, North and South Kanara were at one time one district, but for reasons unknown it was cut into two as if it was cucumber or brinjal to be cooked and enjoyed as they liked. Of course, it was in the British days. South Kanara was put in Madras and North Kanara in Bombay. The result was, this area, I say with all respect to the Members coming from Madras and Bombay, was totally neglected. Otherwise there is no justification why there should not be a railway line in that area.

In fact, the Dhar Committee which was appointed to go into the formation of linguistic States, though it came to the conclusion that a linguistic State could not be formed, said that this was an area completely neglected and attention must be paid to it.

It appears that there is no railway line in this line not because it has not sufficient traffic, because it is an area thickly populated, and in the coast line it is something like 400 per square mile. There is considerable industry, there is traffic, there is hinterland. In fact, I am reliably told that a recent techno-economic survey of this area came to the conclusion that the traffic especially from Mangalore Port will not be less than one million tons, and if iron ore is included it may be 13 lakhs, whereas the minimum required, I am told by the expert, is only 10 lakhs tons. So far as Mangalore is concerned, it exceeds that.

There is another important aspect. If a person from Delhi or Bombay wants to go to Mangalore, or to come here from that side, he has to go all over India. From Mangalore he must pass through Kerala and Tamil Nad

and come to Madras, and then *via* Andhra and Madhya Pradesh he has to come to Delhi. Now there is a connection between Bombay and Bangalore, just as there is from Calcutta to Madras, and though it is not along the coast line itself, it is very near the coast line. And down below we have got Hassan. From Hassan to Mangalore is only 100 miles. If that link is added, within practically 24 hours the distance can be covered from Bombay to Mangalore as it will be only 450 to 500 miles as the crow flies it may be 600 miles for the Railway line.

Shri T. B. Vittal Rao (Khamman): It will reduce the distance by 175 miles.

Shri Achar: At present, a person from Bombay going to Mangalore has to go to Arkonam, that is practically to Madras, which is something like 700 miles, and again another 500 miles, making a total of 1,200 miles. A person coming from Delhi also, if he comes to Bombay, has no connection, and has to go all the way to Arkonam and then go to Kerala and then proceed to Mangalore.

On the other hand, if there is a connection between Hassan and Mangalore, though there will be no railway line on the coast line, at least there will be a railway line about 70 to 100 miles to the interior, and from Hassan he can reach Mangalore, and if I am not mistaken, the distance will be within 550 miles or so. That is to say, a journey of 1100 miles or so will be reduced practically to about 600 miles or so. From this point of view, I submit that this is a missing link as it were in the railway system of this country.

I would like to say a few words now on the other question, namely the linking up of this railway line question with the development of the Mangalore port. I remember that the hon. Railway Minister, while answering a supplementary question about this matter said that the Railway Board

had tentatively decided to have this line, but he also added that the matter was being considered by the Planning Commission. It is being considered and considered, and yet no decision has been arrived at, because they are tacking it on to the development of the port of Mangalore.

I wish to submit that we welcome the port being developed. But why should the port question be clubbed with the railway policy. This is a point which has not been considered with regard to other railway links. Let us take, for example, the eastern coast. We have got a railway line not exactly on the coast-line, but a little interior. How many connections are there from that line! I just looked into the railway map and found out that from Calcutta to Tuticorin, there are several ports, minor ports and small ports, which are not developed or anything of that kind, and yet we have got several connections to those minor ports. For instance, we have connections between Rajahmundry and Kakinada, Vijayawada and Masulipatnam, Vilupuram and Cuddalore, Mayavaram and Tranquebar, Peralam and Karaikal, and Maniyachi and Tuticorin. These places are all connected. These several small cross-lines have been there for the purpose of connecting them with the railway line on the coast, which is the main railway line. That is what we find in the Gujarat portion or the portion to the north of Bombay as well. For instance, there are railway lines from Jalgaon to Surat, from Baroda to Khaitana, from Anand to Cambay and so on. There are several other lines like these, and I am not quite familiar with all of them. I find that there are several connecting lines branching from the main line to the coast line.

I would like to know why in the case of Mangalore only, the question of linking it up with the development of the port should come in: I have not been able to understand this. In all other places, wherever we find these small ports, we find that there are

[Shri Achar]

connecting links between these places and the main line which runs more or less by the side of the coast.

So far as this policy is concerned, it looks as if this policy never existed before we got Independence; in fact, we do not find anything of that kind even after Independence, but it is only with regard to the port of Mangalore that this theory seems to have cropped up. I would submit that there is no justification for linking up the question of having a railway link with the port question. Of course, as I have submitted already, we have got a very good case for a major port at Mangalore. I understand, that so far as the traffic is concerned, a very proper traffic survey has been made; and we are told that there is traffic to the extent of nearly 12 or 13 lakh tons, whereas the policy lays down only 1 million tons. There is scope for exports and imports at Mangalore. A techno-economic survey has been carried out already, and I understand reliably that the report also has been submitted. So, I hope even from this point of view that the question of the development of Mangalore as a major port also would be expedited by the authorities and included in the Third Five Year Plan. Therefore, my submission to the Railway Minister is that he should not make this kind of discrimination or distinction, only so far as Mangalore is concerned.

From the point of view of utility to the people, and the necessities of this area, I hope this railway line will be taken up in hand forthwith, without connecting it with the question of the port.

Shri Siddavamjappa (Hassan): I would like to know whether the construction of this railway line is not justified on its own merits, without its being linked up with the development of any port on the Western Coast.

Shri T. B. Vittal Rao: May I know whether Government are aware of the fact that the Mineral Development Corporation, which has been set up recently in the Mysore State, have urged Government to take up this line so that it would facilitate the transport of iron ore as well as manganese ore? There is a strong rumour going about that the construction of this railway line is not being taken up because of the powerful road transport interests which are prevailing upon the Government not to take it up.

Shri T. Subramanyam (Bellary)
rose—

Mr. Deputy-Speaker: Not even one hon. Member gave notice to me under rule 55(5). The question should be a question; it should not lengthen out.

Shri T. Subaramanayam: I shall finish in one sentence. In view of the fact that iron ore in abundant quantities is being exported from the area from which I come through Mangalore port, and the fact that the survey for this line has already been completed, I would like to know what are the reasons for delaying this scheme.

Shri Basappa (Tiptur): Since the development of this area is concerned with the Malnad Development plan, since this is a very backward area and as articles which earn large sums of foreign exchange are also involved, have Government thought it fit to undertake the construction of this railway line as assured by the Railway Minister and tentatively decided by the Railway Board as far back as 1958? Since it is a long pending question and there is considerable discontent in all that area and feelings may rise very high unless this line is taken up, in view of all these considerations, will the hon. Minister seriously consider influencing the Planning Commission which is coming in the way of the development of this area, and have the construction of this line undertaken early?

Shri Siddiah (Mysore-Reserved-Sch. Castes): *rose—*

Mr. Deputy-Speaker: The link is going to come by the speech of the hon. Minister, not by the speeches of Members.

Shri Siddiah: I will ask only one question. I would like to know whether the State Trading Corporation has recommended the construction of this line immediately.

The Minister of Railways: (Shri Jagjivan Ram): I am aware of the feelings of hon. Members from Mysore and of the people of that area in this respect. The justification urged for the construction of this line is mainly based on the transportation of the minerals from that area. Our survey indicates that the area is very rich in minerals and also forest wealth. So the main traffic for transportation by the railway will be minerals and forest products.

Shri Dasappa (Bangalore): Iron and steel and all that.

Shri Jagjivan Ram: When I say 'minerals', it includes iron ore also.

The main traffic, as has been pointed out, will be the iron ore. Now, when hon. Members urge the transportation of the iron ore to Mangalore, they presume that the iron ore that will be transported to Mangalore will have to be exported. Here two things are involved. Firstly, where are the ores to be exported? Secondly, will Mangalore Port have the capacity to transport that quantity of ore or not? These two questions have to be thoroughly examined. My hon. friend asked the question whether the State Trading Corporation has suggested immediate construction of this railway line. The State Trading Corporation is investigating the possibility of finding foreign markets for the export of two million tons of iron ore. If it finds the markets in the western countries, then the question comes whether Mangalore will have the capacity—I mean the Port—to handle

this quantity or not. That leads to the question of the development of the Mangalore Port as a major port. I may inform my hon. friends that a technical appreciation for the development of the Mangalore Port is on hand in the Ministry of Transport.

The State Trading Corporation is investigating the possibility of exporting 2 million tons of iron ore from Mangalore to other countries. These questions have not been finally decided.

I do not propose to go into details as to what will be the cost of the railway line, what will be the cost of the development of the Mangalore port and allied matters. Indicators have been given on different occasions as regards the cost that will be entailed in taking up these schemes. I may assure my hon. friends from Mysore or other places one thing. As I have already said everyone is very anxious those who have spoken, these who have put questions or even my hon. friend sitting behind—he has his own way of working.

My friend, Shri Vittal Rao, put a question whether the road interests are so powerful that they have influenced this issue, that is that the railway line may not be taken up. I may assure him that the Railway Ministry is not subject to such influences. (*Interruption*). We judge things on merit. As I said on a previous occasion, and as I have said on many occasions, the Railway Ministry felt, that there was a *prima facie* case for the construction of this line. But, whenever we take up this question every aspect has to be examined.

My friend, Shri Achar, gave examples of quite a number of small railway lines linking various points on the eastern coast. That is correct. There were justifications for them from several aspects. But here, as they themselves have said, the main commodity to be transported by this railway line will be the mineral precursor ore mostly. Therefore, the possibility has to be examined.

[Shri Jagjivan Ram]

I am coming to other points also.

Shri Achar: May I just say one thing?

Shri Jagjivan Ram: I am coming to other points also. There is no doubt that the construction of this railway line will also reduce the distance from several points. That also is correct. And, when we considered the construction of this railway line all these aspects were also considered. But the overriding consideration will be the transportation of iron ore and the forest products from that area. I do not make any secret of it. And all the arguments that have been advanced, as far as I could see, have as the main consideration the transportation of iron ore. So, we have to examine this in detail.

Again, I may assure them that we are anxious to expedite the finalisation of this scheme. I may assure them that the State Trading Corporation, the Transport Ministry and the Planning Commission, all of them are serious about it. But, if delay has taken place, it has taken place because the technical appreciation of the development of the Mangalore port is a subject which requires very thorough examination before it can be finalised. So the scheme is linked up with the development of the Mangalore port. I am afraid that if a railway line is constructed without proper development of the capacity of the Mangalore port, the whole object of the construction of the railway line may be defeated.

Shri T. B. Vittal Rao: We can send it to Cochin from Mangalore, even if Mangalore port is not developed.

Shri Jagjivan Ram: You can suggest various alternatives; but one has to examine whether those alternatives will work or not. One will again have to ascertain the capacity of the Cochin port itself. Perhaps Cochin port will not be in a position to handle that traffic. I have not much to say except to assure my friends that everybody concerned with this question is serious about it but in the very

nature of things it was likely to take time. We hope that in course of time all these aspects will be sorted out and a firm decision will be taken.

Shri Achar: I want to ask one question.

Mr. Deputy-Speaker: There would be no opportunity of getting a reply from the Minister.

Shri Achar: I am only asking one question.

Mr. Deputy-Speaker: Let him say that it is necessary to have another link between the railway and the shipyard there. . . . (Interruptions).

Shri Achar: I am definitely told by the traffic survey that even apart from the iron ore, there will be about nine lakh tons. Even before the port or the iron ore was thought of this line was thought of because the area is 75,000 square miles. It is in Mysore State. The population concerned is 2 crores. All this traffic is going to Madras, Cochin or Bombay—all the traffic that will pass through Mangalore.

Mr. Deputy-Speaker: The railway is getting it all right even if you chose this or that.

Shri Achar: Even apart from the development of the port, this question has been decided. Why is there fresh consideration? That is my question.

Shri Jagjivan Ram: I have indirectly emphasised that aspect. If you want to have a direct answer, the traffic other than the iron ore is not such as will justify the construction of this line.

Mr. Deputy-Speaker: Shall I adjourn the House now? The House stands adjourned till 11 A.M. tomorrow.

17.28 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, December 15, 1959/Agrahayana 24, 1881 (Saka).