

(b) whether any trade protocol for 1972 has been signed with it, and

(c) if so, the salient features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A C GEORGE) (a) to (c) A statement is laid on the Table of the House

*Statement*

Trade negotiations were held in New Delhi between 7th and 21st February, 1972 between the Delegations of India and the Democratic People's Republic of Korea. During these discussions it was agreed to by both sides that the level of trade 1972 should be further raised. The items of import from the D P R K would include magnesia clinker, basic refractories, anthracite graphite fluor-sar, hops peppermint oil special steel including High Speed Tool steel carbon tool steel, stainless steel etc., India's items for export to D P R K would cover pig iron, manganese ore, passenger wagons, auto buses, tyres and tubes, various chemicals, jute manufactures, paper products, cotton textiles, rayon textiles and various engineering goods including ball bearings, wire ropes, etc.

SHRI P GANGADEB : Has there been any appreciable increase in the two way trade between these two countries and what are the items covered by this trade agreement ?

SHRI A C GEORGE : The main terms covered under the agreement are : Imports from North Korea include machineries, including machine tools, special steel, basic refractories, magnesia clinker, graphite, peppermint oil, etc. Exports from India are tyres and tubes, pig iron, cotton textiles, passenger wagons, auto buses, various chemicals, manganese ore, etc.

SHRI P GANGADEB : Are private exporters permitted to trade with North Korea, and if not, is there any proposal to allow them to do so under this trade agreement ?

SHRI A C GEORGE : At present the entire export is not canalised, but it is the

policy of the Government to progressively canalise every thing through the STC

**Railway Link between Cuttack and Paradip in Orissa**

\*346 SHRI ARJUN SETHI Will the Minister of RAILWAYS be pleased to state

(a) the progress of work of construction of Rail link between Cuttack and Paradip in Orissa ,

(b) whether it is going to be completed according to schedule , and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) An overall progress of 48% has been achieved on the construction of the line upto the end of February, 1972

(b) No, Sir

(c) The construction work on the line received a set back due to the Cyclone that ravaged Orissa last year and the State Government's inability to stop irrigation canal waters, which has seriously hampered progress of work in certain reaches

SHRI ARJUN SETHI : In view of the delay in the construction work of this branch line, may I know whether the Government have taken any special measures to finish the construction work at an early date ?

SHRI MOHD SHAFI QURESHI : The target date had to be changed. It has now been fixed for 1973. We hope that by June 1973 we will be able to complete the project.

SHRI ARJUN SETHI : By what time will it be opened to traffic ?

SHRI MOHD SHAFI QURESHI : Immediately after it is completed.

श्री हुकामचन्द कच्छवाह : अध्यक्ष महोदय, इस प्रकार की जो वादें चलती हैं, किसी कार्रवाई काफ़ी जल्दी समय तक उन पर काम

बलता रहता है, जिस के परिणामस्वरूप काफी अधिक पैसा खर्च होता है। पैसा अधिक खर्च न हो तथा निर्धारित समय में काम पूरा हो जाये, अधिक समय न लगे, क्या सरकार ने ऐसी कोई नीति बनाई है ?

श्री मुहम्मद शाफी कुरेशी : कोशिश तो यही की जाती है कि काम को बक्त के अन्दर खत्म किया जाये। लेकिन जहाँ पर कोई कुदरती हादसा हो जाये, जैसे उड़ीसा में साइक्लोन का तूफान आग, जिस की वजह से रकावट पड़

गई। करना कोशिश यही की जाती है कि काम बक्त से सरम हो।

#### Electrification of Indian Railways

\*347. SHRI NIHAR LASKAR: Will the Minister of RAILWAYS be pleased to state the broad outlines of the schemes for electrification of Railway routes during 1972-73 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAY (SHRI MOHD. SHAFI QURESHI): A statment is laid on he Table of the House.

#### STATEMENT

The board outlines of the schemes for the electaification of railway routes during 1972-73 are as follows:

Name of electrification Scheme	Route Kms	Track Kms.	Approx. cost (in crores)
1. Virar-Sabarmati This will link Bombay with Ahmedabad on electric traction.	437	1130	Rs. 32.06
2. Panskura-Haldia This is to serve Haldia Port.	69	114	Rs. 2.40
3. Kirandul-Waltair This is for moving iron ore from Bailadilla area to Vishakhapatnam Port for export of iron ore.	471	620	Rs. 19.05
4. Tundla-Delhi This will complete verification of trunk route from Howrah to Delhi via Grand Chord, Allahabad and Aligarh.	269	730	Rs. 19.72
4. Madras-Vijayawada This is part of Madras-Howrah and Madras-Delhi trunk routes.	433 1679	1125 3719	Rs. 31.03

It is exported that Amedabad-Baroda section, forming part of Virar-Sabarmati Electrification Scheme and comprising 102 Route Kms. out of a total of 437, would be energised during 1972-73.

SHRI NIHAR LASKAR : I think all the projects mentioned in the statement are continuing projects. If so, I would like to know whether there is any likelihood of completion of any of these projects during 1972-73.

no project will be fully completed during 1972-73.

SHRI NIHAR LASKAR : How long will it take to complete the Delhi-Tundla line ?

SHRI MOHD. SHAFI QURESHI : These are all continuing projects. Though some work would be done during 1972-73,

SHRI MOHD. SHAFI QURESHI : That line will be completed by 1973-76.