

श्री मुहम्मद शफी कुरेशी : यह जो बिरामगांव-ओखा ब्राडगेज की लाइन है वह जब मुकम्मल हो जायेगी उसके बाद इस मामले पर भी गौर किया जायेगा ।

SHRI P. G. MAVALANKAR: The Minister has said that apart from other things, there is no justification because of the lack of traffic. May I know whether it is not a fact that the Saurashtra region contains a number of important cities and units like Jamnagar, Rajkot, Bhavnagar, Kutch, etc., where not only from the commercial point of view but also from the defence point of view, it is important that there should be a greater movement between places in Saurashtra and the capital? Why is it then that the Minister is everytime telling us, whenever there is a demand for new railways, that there is no justification in terms of traffic? Why does he not go into all these questions and see to it that once the railways are constructed, traffic will automatically grow?

SHRI MOHD. SHAFI QURESHI: The calculations of traffic offering from Delhi to stations beyond Mehsana and Okha reveal that on an average about 25 through passengers travel in all classes. For instance, the occupation of Porbander-Delhi two-tier sleeper coach, as per the latest census available, is only 54 per cent. These are the figures which reveal that there is no traffic justification. But I would like to assure the hon. Member that the Government are considering even now a proposal to disuse this train, that is, Ahmedabad-Delhi express on its entire route. That will also provide more facilities to passengers who come from the Saurashtra region to Delhi.

SHRI P. G. MAVALANKAR: How did he come to know it before the trains are made available, before the lines are laid?

MR. SPEAKER: No arguments please.

SHRI P. G. MAVALANKAR: He is giving the figures on the basis of estimates. But how does he come to know that there is not enough traffic, before the lines are laid?

SHRI MOHD. SHAFI QURESHI: A proper survey has been made on the traffic requirements.

श्री पालबी बाई : अद्यक्ष महोदय मैं आपके माध्यम से जानना चाहता हूँ कि दिल्ली से सोराष्ट्र की सीधी गाड़ी बनने वाली है और इस पर वाद विवाद चल रहा है लेकिन यह गाड़ी अगर चल जायेगी तो उसका चेतक गाड़ी पर क्या असर पड़ेगा, टाइम में और दूसरी बातों में ? चेतक गाड़ी एक सिविल्वर के करीब चेतक एक्सप्रेस बनी जो दिल्ली से उदयपुर जाने वाली है तो उसके बाद वाला जो गाड़ी आ रही है वह बिलकुल खाली आ रही है उसको भी चेतक से आगे चलाने की साधन है क्या ?

श्री मुहम्मद शफी कुरेशी : यह एक मुद्दा है जिस पर हम गौर करेंगे ।

SHRI N. K. SANGHI: Sir, the hon. Minister replied in answer to a question that a decision has been taken to set up a third terminal in Delhi. May I know what is the location of that site for the third terminal, or, whether it is still in the stage of wavering?

SHRI MOHD. SHAFI QURESHI: We have taken the decision. New Nizamuddin will be the third terminal.

Oil Refinery at Mathura

*125. **SHRI S. M. BANERJEE:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the employment potential and capacity of the Mathura Oil Refinery?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ

KHAN): The capacity of Mathura Refinery will be six million tonnes per annum. The Refinery Complex when commissioned is expected to provide employment to 1,100 persons.

SHRI S. M. BANERJEE: I would like to know whether the preliminary work of construction has actually been started. My information is that the Prime Minister has laid the foundation-stone. Let the work be started, otherwise, somebody will take away the foundation-stone. I want to know when actually the work will start.

SHRI SHAHNAWAZ KHAN: At present the project report is being prepared. The construction work has not started yet.

SHRI S. M. BANERJEE: I would like to know when the actual construction work is going to be started.

SHRI SHAHNAWAZ KHAN: According to the schedule, the refinery would go into production in 1978. By that time, everything would be ready.

MR. SPEAKER: We hope he will also be re-elected.

DR. H. P. SHARMA: When the decision to locate the refinery at Mathura was taken, it was done in the background of rival claims by Rajasthan and U.P. Can the Minister inform the House what units would be located in Rajasthan?

MR. SPEAKER: The main question is about Mathura.

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, मयूरा तेल शोधक कारखाने के साथ साथ उस इलाके में और भी कोई एन्सिलियरी इण्डस्ट्री लगाने का सरकार का विचार है क्या ? क्या इस सन्बन्ध में कोई योजना है—

अध्यक्ष महोदय : पहले उस को लग जाने दो ।

श्री अटल बिहारी वाजपेयी : यदि कोई योजना बनाई है तो उसका विवरण क्या है ? दूसरी बात—इस रिफाइनरी के लिये कूड कहां से आयेगा ।

श्री शाहनवाज खाँ : कूड मिडिल ईस्ट कन्ट्रीज से इ-पोर्ट किया जायेगा ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, मेरे इस सवाल के पहले हिस्से का उत्तर नहीं दिया गया ।

श्री शाहनवाज खाँ : जहां रिफाइनरी बनती है वहां एन्सिलियरी इण्डस्ट्रीज भी अक्सर लगती ही हैं । जब यह वहां लगेगी तो एन्सिलियरी इण्डस्ट्रीज भी वह आयेगी ।

श्री अटल बिहारी वाजपेयी : यह तो “अलल-टप्पू” जवाब आया है —कहा जा रहा है कि जहां रिफाइनरी बनती है वहां एन्सिलियरी इण्डस्ट्रीज भी लगती हैं और लग जायेंगी । क्या यह प्लानिंग का नमूना है ?

अध्यक्ष महोदय : न रिफाइनरी लगी है और न और बात है । जब तेल आयेगा तब लगेगी ।

Survey for Banspani-Jakhpura Rail Link in Orissa

*126. **SHRI ARJUN SETHI:** Will the Minister of RAILWAYS be pleased to state:

(a) the reasons why the Engineering-cum-traffic survey for the proposed Banspani-Jakhpura Rail link in Orissa, which was to be taken up after the monsoons of 1972, as per news-item published in the 'Hindustan Standard' dated the 5th July, 1972 could not be undertaken;

(b) whether the Study Group appointed to go into the infra-structure development and to examine the feasi-