

quality of construction of the Rail-link has submitted its report; and

(c) if so, the salient features thereof and whether funds have been budgeted for undertaking the construction work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Preliminary Engineering-cum-Traffic Survey for the proposed Banspani-Jakhapura rail link was included in the Budget for 1973-74. The South Eastern Railway has submitted the estimate for survey and it is expected to be sanctioned shortly.

(b) No, Sir.

(c) Does not arise.

SHRI ARJUN SETHI: The survey of the proposed rail link was undertaken in 1964-65. Since the final survey for the construction of this rail link depends on the report of the study group appointed to go into the infra-structure development of the area, may I know how long this study group will take and how soon the final decision in this regard will be taken?

SHRI MOHD. SHAFI QURESHI: It is understood that consequent upon some further discussion with the department of steel, another meeting of the study group is being convened to finalise the report shortly. I think very shortly they are going to submit the report. On the railway side, we are prepared to take up this work. It is included in the budget for 1973-74.

SHRI ARJUN SETHI: Since this has been included in the budget for 1973-74, I would like to know the amount allotted for the construction of this line?

SHRI MOHD. SHAFI QURESHI: Originally it was estimated to cost about Rs. 46 crores. Now the Study Group is going into the matter and we do not know the actual cost. So far as the traffic survey is concerned, we have already budgeted for this. I do not have the figures here as to how much

money we are going to spend. I will supply it to the hon. Member.

SHRI ANADI CHARAN DAS: It is good to know that the Railway Board had undertaken a traffic survey of the Banspani-Jakhapura rail link. May I know from the hon. Minister the exact date by which they would take up the construction work of this line?

SHRI MOHD. SHAFI QURESHI: It would not be possible to give the exact date. It would be completed during the fifth plan.

SHRI SURENDRA MOHANTY: In the absence of any feasibility report how was the decision taken to undertake a traffic survey, as mentioned by the Railway Minister in his budget speech?

SHRI MOHD. SHAFI QURESHI: That shows the earnestness of the railways to complete the line. The two can go side by side. They carry out the feasibility study and we carry out the traffic survey.

#### Non-Availability of Imported Raw Material for the Drug Industry

\*127. SHRI JAGANNATH MISHRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Drug Industry is facing lot of difficulties because of the non-availability of imported raw material;

(b) whether this has resulted in the non-utilization of the full installed capacity; and

(c) if so, the steps taken by Government to meet the demand of the Industry?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAFI NAWAZ KHAN): (a) No Sir.

(b) and (c). Do not arise.

श्री जगन्नाथ मिश्र : मंत्री महोदय, के जवाब से यह परिलक्षित होता है कि ड्रग इण्डस्ट्रीज में न किसी चीज का अभाव है और न गड़बड़ी है, सब काम ठाठ से चल रहा है। इस लिए मैं यह पूछने के लिए विवश हूँ—गत 3 वर्षों में विदेशों से कितना रा-मेटेरीयल आयात हुआ है? ड्रग प्रोडक्सन का हमारा क्या लक्ष्य था और किस अन्त तक उसकी पूर्ति हुई है ?

श्री शाहनवाज खा : 1971-72 में हम ने 35 करोड़ रुपये के इम्पोर्ट किये। 1972-73 30 89 करोड़ रुपये के इम्पोर्ट किये गये। इस इम्पोर्ट से हमारी जितनी अन्दरूनी जरूरिय थी वह पूरी हो गई

डॉ० लक्ष्मणारायण पाडेय : मंत्री महोदय ने अपने उत्तर में बताया कि किसी प्रकार की कोई कमी नहीं है। और इण्डस्ट्रीज के लिये कोई बाधा पैदा नहीं हो रही है। मैं जानना चाहता हूँ, क्या यह सही है कि सल्फाइज के रा-मेटेरीयल के अभाव में इन औषध निर्माताओं को भारी कठिनाई हो रही है, जिनका इम्पोर्ट आप व्यवस्थित रूप से नहीं कर रहे हैं ?

श्री शाहनवाज खा : इस मुल्क में जितनी लाइसेंस कैंपेसिटी मौजूद है, उसकी जरूरियात पूरी की जा रही है और हमें कोई शिकायत कर्मा की कहीं से नहीं आई है।

#### Closure of Rupsa-Talband Narrow Gauge Line (South Eastern Railway)

\*128. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rupsa-Talband narrow Section of South Eastern Railway is an unremunerative and losing Section;

(b) whether the Railway Administration has finally decided to close down the Section only because of its being unremunerative; and

(c) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. The Section now extends between Rupsa and Bangriposi only.

(b) No, Sir.

(c) Does not arise.

SHRI SHYAM SUNDER MOHAPATRA: Since the Minister has said "Yes, Sir" I want to know whether such type of unremunerative lines have also been taken up in other railways, particularly in Maharashtra area.

SHRI MOHD. SHAFI QURESHI: Since the question pertains to Orissa, I do not have that information.

SHRI SHYAM SUNDER MOHAPATRA: If I know the position about Maharashtra, then I can press my claim for Orissa.

MR. SPEAKER: But the question relates only to Orissa and not to Maharashtra.

SHRI SHYAM SUNDER MOHAPATRA: I want to draw the hon. Minister's kind attention to the fact whether he is aware that in that particular line, the traffic which is a mixed one, both goods and passenger traffic, has been withdrawn by the D. S., Kharagpur.

MR. SPEAKER: That is a good information he is giving.

SHRI MOHD. SHAFI QURESHI: I have to check up.

#### Modernisation of Signalling Communication System

\*129. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government regarding the modernisation of the