

LOK SABHA DEBATES

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LOK SABHA

*Tuesday, March 30, 1971|Chaitra 9,
1893 (Saka)*

*The Lok Sabha met at Eleven of the
Clock*

[Mr. Speaker in the Chair]

MEMBER SWORN

Shri P. K. Mookiah Thevar (Ramanathapuram)

ORAL ANSWERS TO QUESTIONS

Construction of Cuttack-Paradeep Rail Link

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*16. SHRI CHINTAMANI PANIGRAHI :
SHRI D. K. PANDA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Cuttack-Paradeep Rail Link construction work is proceeding according to the schedule ;

(b) if so, whether this will be completed by the end of this year ; and

(c) the total amount of money spent so far in the construction of this Rail Link ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) and (b). According to the present schedule, the line is expected to be completed by the end of June, 1972.

(c) Against an estimated cost of about Rs. 10.09 crores, an amount of Rs. 3.12 crores (approximately) has been spent so far on this project.

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SHRI CHINTAMANI PANIGRAHI :

Out of a total estimated expenditure of Rs. 10 crores during the years 1968-70, only Rs. 3 crores has been spent. According to the original schedule this line was to have been completed by March, 1971, but it has now been extended to June, 1972. Is the hon. Minister satisfied that the present schedule of completing this railway line still continues or is there any proposal to defer the time of completion further ?

SHRI K. HANUMANTHAIYA : I share the anxiety of my hon. friend over the fact that there has been delay. What I have stated is that they have revised the schedule from time to time according to the circumstances that have arisen. That is why I have called it the present schedule.

In fact, it was not the fault of the railways. Originally, the ore transportation was for purposes of trade with the Japanese. At one stage, they backed out and then Romania came in, and now we are proceeding with this. The Orissa Mining Corporation has also backed out of its commitments in regard to its contribution for the sidings etc. Therefore, several factors have arisen. I hope that the Railway Administration would now stick to the present schedule, namely the end of June, 1972. I myself want to visit the place along with hon. Members and see that the work is carried out expeditiously.

SHRI CHINTAMANI PANIGRAHI :

I am grateful to the hon. Minister for what he has said. Since the progress is very slow, I would request him to visit that area. I would be very happy if the hon. Minister would visit the area and see that the work is expedited. May I know why the proposed railway colony at Paradip which was also to be constructed along with this was postponed, and whether that would also be taken up along with the construction of this railway line ?

SHRI K. HANUMANTHAIYA : I require notice. When I go for the inspection, I will look into this matter also.

SHRI SURENDRA MOHANTY : Has the attention of Government been drawn to the fact that employment opportunities to the local people are denied in this railway project ?

SHRI K. HANUMANTHAIYA : I myself subscribe to the point of view of the hon. Member that local people must be given the first preference in employment because the unemployment problem has to be solved in the area itself.

SHRI SURENDRA MOHANTY : That is an axiomatic truth. It is just an expression of a pious wish. I am grateful to him for that. But I want to know what steps Government are proposing to see that the local people get adequate employment opportunities in this project.

MR. SPEAKER : This is about the construction of the line, whether it is according to schedule or not.

SHRI SURENDRA MOHANTY : It is ancillary to that. If he answers it, it will embolden us to pursue it further.

SHRI P. G. DEB : Do I take it that further extensions of time in construction will not take place hereafter ?

SHRI K. HANUMANTHAIYA : I hope not.

Railway Saloon Facility

*17. **SHRI R. P. YADAV :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal under consideration to withdraw Railway Saloon facility ; and

(b) whether any steps have been taken to stop its misuse ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

श्री राजेन्द्र प्रसाद यादव : ऐसा देखा गया है कि रेलवे अधिकारीगण प्रायः हवाई जहाज से सफर करते हैं और रेलवे-सैलून पड़े रहते हैं। क्या उन रेलवे-सैलूनों को ट्रेवलर्स-कोचेज में कन्वर्ट करने का कोई प्रोग्राम है ?

MR. SPEAKER : How does it arise out of this ? Is the Minister in a position to clarify ?

SHRI K. HANUMANTHAIYA : There is no proposal to convert these inspection carriages to passenger coaches. On the other hand, wherever there is an air-conditioned coach, if there are foreign or other tourists who are prepared to pay for it, we place it at their disposal.

SHRIMATI SUSHILA ROHATGI : In spite of the fact that Government are trying to enhance the facilities to the common man in regard to railway travel and the railway Budget deficit is shooting up every year and we are still not in a position to provide adequate amenities to third class passengers, could we not ask the people who can afford to travel in these saloons to pay a percentage, say 10 per cent, for the use of this facility--this includes M.Ps. also-- which can be put in a fund which can be utilised for providing further facilities to the third class passengers ?

MR. SPEAKER : Too long a question. Are there Saloons for M.Ps. also ?

SHRIMATI SUSHILA ROHTAGI : It arises out of part (a) of the question. Even if they do not withdraw the facility, at least they can utilise a part of the proceeds from it for the interest of the common man. So it is directly connected.

SHRI K. HANUMANTHAIYA : I want to place the true picture of these saloons before the House. I myself took the trouble to inspect such carriages yesterday so that I could answer about the actual position. I saw most of these inspection carriages are moving offices. The officers who travel from place to place are expected to inspect track and dispose of various matters arising during the course of administration.

Therefore, it is not so much facility for enjoyment as amenities provided for work relating to administration. Only those per-