

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) There was apprehension of leakage of question paper. It was, therefore, decided to hold a fresh written examination.

(c) No, Sir.

(d) Yes, Sir.

(e) Yes, Sir.

(f) No, Sir. Railway Recruitment Board, Madras challenged the decision of the single judge in writ appeal before the Division Bench of the High Court Madras High Court gave a verdict in January, 1990 that Central Administrative Tribunal, Madras, which upheld the decision to hold the fresh written examination, had no jurisdiction in this case as the candidates were not yet railway employees.

(g) and (h) Since there was a conflict between the views of Central Administrative Tribunal, Madras, which upheld the decision to hold fresh written test, and High Court, in regard to jurisdiction in recruitment matters, a Special Leave Petition has been filed by Railway Recruitment Board, Madras in Supreme Court on 5-4-1990 for a specific ruling on the subject. As the case is sub-judice, it would not be possible to take further action in the matter of selection.

Setting up of vanaspati unit in Orissa

1018. SHRI KAHNU CHARAN LENKA: "Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state;

(a) whether IPICOL, Orissa had applied for issue of letter of intent to set up vanaspati project of 100 TPD capacity in the District of Bolangir, Phulbani and Kalahandi;

(b) if so, the details thereof; and

(c) by when these projects are likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI SARWAR HUSSAIN): (a) Yes, Sir.

(b) and (c) All the three applications of M/s. IPICOL, Orissa have been rejected finally.

Construction of Talcher-Gopalpur Railway Line, Orissa

1019. SHRI KAHNU CHARAN LENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Orissa Government has submitted * proposal to the Central Government for construction of Talcher-Gopalpur railway line for transportation of coal from Talcher coal field to power houses of South India through Gopalpur minor port;

(b) if so, whether Central Government have accepted the same; and

(c) if so, by what time it is likely to be implemented?

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) to (c) The Chief Minister of Orissa had suggested in May, 1990, that instead of doubling of Talcher-Cuttack-Paradip railway line, a new railway line from Talcher to Berhampur with extension to Gopalpur Port should be investigated.

Accordingly the Railway was advised to carry out a quick Reappraisal Survey. The Railway has advised that the operational cost for the Talcher-Berhampur-Gopalpur Port line will be more than Rs. 500 crores and it involves construction of 20 major bridges including one over Mahanadi > spanning about 2 km. and 2 tunnels of total length of 13 km. approx. The proposed alignment does not take into consideration the reserve coal belt areas and the operational cost will be exorbitant and additional station staff would be required to man new stations. In view of the fact that the survey for the doubling between Cuttack and Paradip Port is