

by Ferozpur Division of Northern Railway;

(b) whether the company had furnished wrong drawings and information to Bikaner Division for getting the permission;

(c) whether it is also a fact that Bhakra Beas Management Board got this siding exclusively for themselves, stopped paying maintenance charges to the Railways since 1986 due to the permission given to the above named company without obtaining 'No Objection Certificate' from them, thus causing huge loss of revenue to the Railways; and

(d) if so, what steps Government have taken or propose to take to withdraw the unlawful permission given to M/s. Haryana Tube Mfg. Co. Pvt. Ltd; Hissar and to recover the maintenance charges from them.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA):

(a) It is a fact that M/s. Haryana Tube Mfg. Co. Pvt. Ltd. has been granted permission to use the siding. The siding, however, does not belong to Bhakra Beas Management Board. It is an assisted siding wherein the track and other retrievable materials belong to the Railway. In terms of the agreement it was within the Railways' competence to permit use of the siding by any other party.

(b) No such information is available with the Railway,

(c) Interest and maintenance charges upto March '87 have been paid by Bhakra Beas Management Board. Placement on their siding has since been discontinued, due to their default in payment. Notice has been served on Bhakra Beas Management Board for payment of the arrears due.

(d) Permission granted by the Railways to M/s Haryana Tube Mfg. Pvt. Ltd. was not unlawful, as explained in reply to part (a) above. The permission has, however, been withdrawn in Nov. '88.

Opening of a halt station at Chandipur

3194. **SHRI NARAYAN KAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a letter dated the 12th October, 1988 for opening of a halt station at Chandipur has been received by Government from the President of Village Development Committee, Village Kota, Distt. Burdwan, West Bengal;

(b) whether it is a fact that the said Gram Panchayat has even offered labour for construction of the station;

(c) whether the SDO, Durgapur had found the grounds for demanding a halt station at Chandipur as justified and in the public interest;

(d) if so, what is the reaction of Government to the said demand; and

(e) whether Government propose to provide the said halt station; if so, what are the details of Government's proposals in this regard and if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA):

(a) Yes, Sir.

(b) Yes, Sir.

(c) Copy of a letter from SDO/ Durgapur, recommending this Halt, was received along with the representation.

(d) and (e) The proposal for opening of a passenger halt station

at Chandipur Block Hut Cabin between Mankar and Panagarh stations was examined but not found operationally feasible, because the trunk route on which this Block Hut is situated, has a very heavy density of traffic.

Incentive Scheme to Workers in Madras Port Trust

3195. SHRI NARAYAN KAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Madras Port Trust has asked the National Productivity Council to undertake a study of the jobs in some departments of the Madras Port and to prepare proposals for incentive schemes for workers;

(b) if so, when the study was conducted;

(c) whether the NPC has since submitted its findings to the Madras Port Trust;

(d) if so, what are the salient features of their recommendations; and

(e) whether any steps have been taken to implement the recommendations?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) and (c) These studies were conducted between 1984 to 1987 and the findings in all of them have been submitted to the Madras Port Trust.

(d) (i) The National Productivity Council have identified norms for working of the ore handling plant and for various activities in the maintenance of cargo handling equipments, locomotives, floating crafts, permanent way repairs etc. They have also suggested norms for the purpose of datum as well as for working out the rate of incentive on the

basis of tipping an shiploading of ore handling plant, availability and utilisation of cargo handling equipments, diesel locos, floating crafts etc.

(ii) The NPC have suggested manpower requirements ship-wise and area-wise and have also identified the fleet strength required for the work load existing at the time of the Study.

(iii) The NPC have recommended different formulae based on which earnings can be worked out to be shared by the Group for every unit of improvement above the norm in the respective activities of the Group.

(e) The incentive scheme for the employees of the Mechanised Ore Handling Plant has been implemented with effect from 1.1.1986.

Construction of Jakhapura-Banspani Railway Line in Orissa

3196. SHRI BAIKUNTHNATH SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for which the construction of Jakhapura-Banspani rail line in Orissa has not been taken up so far;

(b) whether it is a fact that without completion of the second and third phases of that proposed line from Daitari to Keonjhergarh and from Keonjhergarh to Banspani respectively, the first phase from Jakhapura to Daitari will not serve any purpose; and

(c) if so, what steps are being taken to start the construction of second and third phases of that line?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA):

(a) After completion of Jakhapura-Daitari section the anticipated traffic did not materialise. It was, therefore, decided not to take up construc-