

MR. CHAIRMAN: There are 20 questions. I cannot call everybody. Then, only one question will be taken up. (*Interruption*). ऐसी बात नहीं है।

भद्रक-धमारा रेल लाइन का बिछाया जाना

*364. श्री मनमोहन सामल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) भद्रक से धमारा तक रेल लाइन बिछाए जाने की दिशा में कितनी प्रगति हुई है; और

(ख) इसके कब तक पूर्ण हो जाने की संभावना है?

रेल मंत्रालय में राज्य मंत्री (श्री दिग्विजय सिंह): (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) और (ख) मैसर्स इंटरनेशनल सीपोर्ट्स (इंडिया) प्रा. लि. ने उड़ीसा राज्य के उत्तरी भाग में भद्रक के पूर्व में लगभग 62 कि. मी. पर स्थित धमारा में एक छोटे बंदरगाह स्थापित करने और भद्रक स्टेशन से धमारा बंदरगाह तक निजी वित्तपोषण के जरिए एक रेलवे साइडिंग के निर्माण का प्रस्ताव किया है। इस साइडिंग पर दुलाई की जाने वाली प्रस्तावित मुख्य वस्तुएं कोकिंग कोयला, थर्मल कोयला और लौह अयस्क हैं।

मैसर्स इंटरनेशनल सीपोर्ट्स (इंडिया) प्रा. लि. ने प्रस्ताव किया है कि साइडिंग का निर्माण और प्रबंधन उनके द्वारा किया जाएगा और भारतीय रेल भद्रक स्टेशन पर यातायात सौंपेगी और प्राप्त करेगी। मैसर्स इंटरनेशनल सीपोर्ट्स (इंडिया) प्रा. लि. द्वारा प्रारंभिक इंजीनियरी सर्वेक्षण किया गया है और उन्होंने इस साइडिंग के 2003 के दौरान पूरा कर दिए जाने का प्रस्ताव किया है।

Laying of Bhadrakh-Dhamara Rail Line

†*364. SHRI MANMOHAN SAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in laying rail line from Bhadrakh to Dhamara; and

(b) by when the same is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIDIGVIJAY SINGH): (a) and (b) A Statement is laid on the Table of the House.

†Original notice of the question was received in Hindi.

Statement

(a) and (b) M/s. International Seaports (India) Pvt. Ltd. have proposed development of a modern all weather port at Dhamra in the Northern part of the State of Orissa situated about 62 kms. east of Bhadrak and constructing a Railway Siding from Bhadrak station to the port at Dhamra, with private funding. Coking coal, thermal coal and iron ore are the main commodities proposed to be transported over the siding.

M/s. International Seaports (India) Pvt. Ltd. have proposed that the Railway Siding will be constructed and managed by them and Indian Railways will hand-over and take over traffic at Bhadrak station. A preliminary engineering survey has been carried out by M/s. International Seaports (India) Pvt. Ltd. and they have proposed completion of the siding during 2003.

श्री मनमोहन सामल: मैं एक क्लेरीफिकेशन यह चाहता हूँ कि इंटरनेशनल सीपोर्ट प्राइवेट लिमिटेड का एक प्रोजेक्ट है, डिफेंस का जो मिसाइल प्रशिक्षण केंद्र धमरा में है, व्हीलर आइलैंड में वह इनका प्रोजेक्ट है। मंत्री महोदया ने अपने उत्तर में कहा है कि इंटरनेशनल सीपोर्ट का प्रोजेक्ट है। मैं पूछना चाहता हूँ कि डिफेंस का कोई सर्वे हुआ है क्या? और यह डिफेंस का प्रोजेक्ट है या इंटरनेशनल सीपोर्ट का प्रोजेक्ट है?

KUMARI MAMATA BANERJEE: We can reply to a question about the Railways. We cannot reply to a question about Defence. लेकिन रेलवे का एग्रीमेंट 1997 में आईपीएस के साथ हुआ है। धमरा प्रोजेक्ट के डेवलपमेंट के लिए स्टेट गवर्नमेंट के साथ भी एग्रीमेंट हुआ है। उसके साथ-साथ 97 में रेलवे ने भी इस पोर्ट के डेवलपमेंट के लिए इस प्रोजेक्ट को क्लियर किया है। लेकिन अगर डिफेंस के बारे में पूछना है तो मैं माननीय सदस्य से रेक्वेस्ट करूंगी कि वह डिफेंस मिनिस्टर को इस बारे में पूछें।

श्री मनमोहन सामल: क्या मंत्री महोदया बतायेंगी कि डिफेंस का जो पिछले पांच साल पहले सर्वे हुआ था इसकी कोई रिपोर्ट मंत्री महोदया के पास है।

कुमारी ममता बनर्जी: सर डिफेंस की बात अलग है। हमारी रेल की ओर से सर्वे हुआ है। लेकिन डिफेंस के बारे में हमको पता नहीं है। It is a different department. We should not interfere in another department. And we do not have any information with us. ...*(Interruptions)*...

SHRI SATISH PRADHAN: There should be coordination between the departments. The Defence Department is working at one place in the same sector and the Railways is also working in the same sector. So, there should be

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coordination between the two departments. Otherwise, everybody will have independent programmes. After all, the money spent by the Government is public money. How does it go like this?

SHRI T.N. CHATURVEDI: The defence survey will be different.

SHRI SATISH PRADHAN: Whatever it be, there should be coordination between the two departments.

श्री मनमोहन सामल: मैं कलेरीफाई करता हूँ यह जो कम्पनी है इसका अभी काम नहीं चल रहा है, इसके पास अभी पैसा नहीं है। इंटरनेशनल सीपोर्ट ने जिनको काम दिया है इनके पास नहीं है, काम बंद पड़ा है। यह काम एल एंड डी कंपनी को दिया था लेकिन काम बंद है। तो फिर वे कैसे रेलवे लाइन को 2003 तक पूरा करेंगे?

कुमारी ममता बनर्जी: सर, 1997 में जो एग्रीमेंट हुआ था, धमारा में पोर्ट बनाने के लिए स्टेट गवर्नमेंट के साथ भी एमओयू साइन हुआ है। साथ साथ रेलवे के साथ जो एग्रीमेंट हुआ था, रेलवे will allow them for surveying. The preliminary survey is going on. Regarding defence, we do not have any information. Regarding this, whatever we are doing is between the Indian Railways and the State Government and the Dhamara port. It is absolutely a private siding. Sir, if the Member wants any information about the Defence Coordination, we ask the Defence ministry to supply the information. We don't have any coordination with them. Regarding this project, there is no coordination between the Defence Ministry and the Railway Ministry. The project is absolutely a private one. Indian Railways granted this project to the ISP Company, and especially the State Government had signed an MoU with them.

DR. M.N. DAS: Mr. Chairman, Sir, the question relates to the construction of a railway line from Bhadra to Dhamra. I am sure, the hon. Minister knows the value and significance of the deep-sea port at Dhamra. Sir, if an international port is developed in a place like Dhamra, that will benefit the whole of India. Three major rivers of Orissa-Baitarani, Brahmani, Kharoshrota—fall into the Bay of Bengal at Dhamra, and nature has provided such a deep level sea there that—according to international experts—thirty largest size vessels can come and take berth at any particular time. What we are now begging for is, let the international company come and develop the port. Singapore is involved, Thailand is involved. Their experts have come, again and again, to survey the place. And they say that such a deep-sea, all weather port is not available anywhere in Asia, including Japan, If they are interested to invest thousands of

crores of rupees to construct that kind of port, would not the Government think it necessary to provide a small infrastructure, by constructing a 62 km. railway line from Bhadrak to Dhamra? If that kind of infrastructure is not given, how can you think of globalisation, modernisation and liberalisation, inviting multinationals to come and take up the construction work of one of the largest ports in India?...*(Interruptions)*...

MR. CHAIRMAN: That is all right. You have put a very lengthy question.

KUMARI MAMATA BANERJEE: Sir, number one, Dhamra, of course, is an important area of Orissa; that is why, from the prospective development point of view, Indian Railways is helping the private sector. There are three companies involved in it—Larsen & Toubro, ISP and a U.S.A. company. But ISP is the main company. They are in touch with the other two companies, including the Larsen and Toubro. It is a 62 km. Railway Siding, and they are going to survey that. That was the clearance between the Indian Railways and the Company. Sir, you will be happy to know that the State Government also has taken interest, and here is a letter of the Chief Minister. He has sent me a letter, dated 7-7-2000. Sir, for infrastructure, it is absolutely a private siding. That is why the infrastructure has to be provided by the private sector. It is not for the railway sector to provide that infrastructure. If they need any help from us, we are willing to give it, but it is absolutely a private siding, a 62 km. railway siding, from Bhadrak to Dhamra, and the State Government has signed an MoU with them. That is why, the State Government is also helping them. If they want any help from Orissa, we are always willing to help.

SHRI ANANTA SETHI: Sir, just now the hon. Minister has stated that the survey work is going on. So far as I know—Bhadrak is my district—the survey is completed and everything is ready. As the hon. Member has already pointed out, they have given the work to L&T. Whether the work has started or not, is a different matter, but we know that the survey is already completed; they have fixed the amount. As has been told by the hon. Minister, it is completely a private siding. I want to know whether the Railway Ministry has any control over them or not. After all, the railway line will be connected from Bhadrak to Dhamra. From Bhadrak to Dhamra, the distance is 62 kms. You have already given us the historical background. The thing is that the survey for this 62 km. siding has already been completed. I want to know exactly what the project cost is. I know it will be constructed by a private company. I want to know whether Indian Railways has any control over it; whether they have anything

to do with this project; whether they can pursue it; whether then can expedite the work by forcing this company or not, and what the exact amount that they proposed for this project, is.

KUMARI MAMATA BANERJEE: Sir, as I have said earlier, this is absolutely a private project. The Railways have nothing to do with this project. After the completion of the project, this particular company will utilise this line. The Railways can also utilise this line. The agreement was that we could also move freight from Bhadrak to that place. The Railways granted this project in the year 1997. Now, because of financial crunch, we allow the private sector also to develop the ports and connect them with other important areas. Like this, there is a port, the Pipavav port, in Gujarat also. We allowed it on 50 : 50 basis, from Pipavav port to Surendranagar. There are three or four similar ports to be connected with other areas. But there are some joint ventures between the Railways and the ports. In this particular case, it has been given absolutely to a private company, the ISP, for constructing a railway siding. The Railways have nothing to do with this. But we think, after getting the information, after getting the full survey report, the Railways have to be involved in this matter because we cannot leave the operational matter absolutely to the private sector. After the completion of the survey, I think we have to decide something. We will talk to the State Government also. We will see whether we can involve the State Government. If the State Government, the Indian Railways and this particular company work together, there will be development in the State.

*365. [The questioner (DR. DASARI NARAYANA RAO) was absent. For answer *vide* page 25 *infra*]

Lessons from gaisal accident

*366. **PROF. RAM DEO BHANDARY:#**

SHRI JIBON ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item, "One year after Gaisal, there's no guilt, no remorse, no relief", which appeared in Indian Express dated 2nd August 2000; and

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

#The question was actually asked on the floor of the House by Prof. Ram Deo Bhandary.