

है। इसके लिए लाइट ईरानियन ही पसन्द किया जाता है क्योंकि एन्टी पोल्यूशन एरेन्जमेंट्स में 10 परसेन्ट इनवेस्टमेंट करते हैं और 4 परसेन्ट कन्ट्रिब्यूट एक्सपेन्डीचर होता है। इसलिए यह निर्णय बहुत विचार करके किया गया है। दूसरी बात यह कही गई कि हम इसको कैसे देते हैं? पहले कम्पनी का एरेन्जमेंट अलग अलग था और अलग-अलग कन्ट्रीज से लिया जाता था। मन् 1970 तक बहुत से कन्ट्रीज ने यह लिया जाता था और 70 परसेन्ट तक इसमें फायदा था। कुछ देशों ने निर्णय किया कि 7 डालर मिलना चाहिए और कुछ 10 डालर भी लेते थे जिनके तेल की क्वालिटी अच्छी थी। इस समय दाम बढ़ रहे हैं, इसलिए मैं इसको दोहराना नहीं चाहता हूँ। इसके बावजूद भी दूसरा एरेन्जमेंट कर सकते हैं जिससे कि हमें कुछ राहत मिले। दूसरी बात मैं यह भी कहना चाहता हूँ कि ओपेक की जितनी कन्ट्रीज हैं उनमें भी इस बारे में मतभेद है कि दाम घटाने चाहिये या क्या करना चाहिए। कुछ कहते हैं कि दाम नहीं घटाने चाहिए। मेरे खयाल से वे कोई सिद्धांत तय करेंगे।

Laying of new railway lines during the Fifth Five Year Plan period

*699. SHRI LOKANATH MISRA:†
SHRI K. P. SINGH DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of new metre gauge and broad gauge railway lines proposed to be laid during the Fifth Five Year Plan period and the amount allocated for the purpose; and

(b) to what extent these railway lines would help in quicker movement of passenger and goods traffic?

†The question was actually asked on the floor of the House by Shri Lokanath Misra.

THE MINISTER OF RAILWAYS
(SHRI L. N. MISHRA) : (a) and (b)
A Statement is laid on the table of the Sabha [See Appendix LXXXIX, Annexure No. 65].

SHRI LOKANATH MISRA : The statement indicates that there are seven new lines which are proposed to be taken up in the first year of the Fifth Plan, and out of these seven, three have been taken up; four have been left out because the Planning Commission, according to the statement, has been approached for additional grant of Rs. 255 crores. Sir, may I ask the hon. Minister whether it is not a fact that a kilometre of new railway line costs Rs. 10 lakhs, and since they have a provision already of Rs. 100 crores, if all these seven lines are taken together, that comes to 700 kilometres, and all these could have been completed with Rs. 70 crores of rupees and even then Rs. 30 crores would be left over? How is it that an indefinite time has been taken in taking up the Jakhapura-Banspani railway line in Orissa, which connects backward areas? According to the statement also, the Government's intention is to connect backward areas in order to boost up their economic, agricultural and industrial development. If the intention is such, then what are the reasons for the delay in taking up this project along with four other projects which are still to be taken up, even the provision of funds is there?

SHRI L. N. MISHRA : As far as the seven projects are concerned, I may allay the misgivings of the hon. Member that there is no question of not taking them up this year. We have got the financial sanction for this thing. Only some details are to be worked out. That is why we have stated that it is under consideration...

SHRI LOKANATH MISRA : It has been lying for four years. What about the Jakhapura-Danspani rail link?

SHRI L. N. MISHRA : It will be definitely taken up before the 31st March...

SHRI LOKANATH MISRA : Thank you.

Now, I come to the general question. According to the statement, as I said, the intention of the Ministry is to connect backward areas in the country. Sir, compared to the areas in Punjab or in Gujarat or elsewhere, Central India and Northern India have been very much neglected by the Railways, and they have remained backward, including the State of Mr. Qureshi, Jammu & Kashmir, also. That should also be taken up. Even though he is in the Ministry, I plead for him... (*Interruptions*). I would like to know what particular priorities are being given to backward areas for connecting them with rail?...

AN HON. MEMBER : Bihar also...

SHRI LOKANATH MISRA : Yes, I feel for it. What are the steps taken by the hon. Minister in order to connect them with railway lines, so that the economic condition of these areas could be boosted up?

SHRI L. N. MISHRA : Sir, as I stated earlier in my statement and also in my budget speech, in principle, we have decided to take up railway lines and give priority to the proposals coming from backward areas, even though these are not economical. As you know, Sir, till two years back, the main consideration has been whether the proposal for a railway line was economical or not. That I have waived, and if any line helps in developing backward areas in States like Assam, Bihar, Madhya Pradesh, etc., which are backward regions and which are behind in development—also in the south and other areas—priority will be given to them. At this stage, we have no difficulty, as Mr. Misra himself has pointed out. I have only Rs. 100 crores as against our requirement of Rs. 255 crores. I am trying

to persuade the Planning Commission, and I hope, Sir, they will be considerate enough to agree to our demand. The main hurdle is finance. As you know, the Railways are in a bad financial position. As soon as we get the sanction, this project will be taken up. So far as Orissa, Assam, Tripura, some parts of Bihar, some of parts of U.P. and Madhya Pradesh are concerned, they will get priority in this matter.

SHRI K. P. SINGH DEO : Sir, in view of the fact that the Minister in his statement has given a qualified statement in reply to the question where he has said about the availability of financial resources and clearance by the Planning Commission, I would like to know what are the guiding principles on which these 7 railway lines have been selected. And secondly, since he has referred in his reply that the engineering survey or traffic survey whether economically feasible or not, they will still take up this Jakhapura-Banspani and other lines, I would like to know why Talchar to Bimlagarh railway line which will give Paradip port, the Rourkela Steel Plant and the hinterland for Madhya Pradesh, Bihar and Orissa, a nearer port in Paradip and also develop the backward areas and the tribal areas of Sundargarh district and Dhenkanal district of Orissa is not being included. At the same time it will open avenues of mineral resources.

SHRI L. N. MISHRA : I cannot say which lines have not been included. It is difficult to say. There are a number of proposals. The main consideration for us is to develop backward areas, to develop industrial belts and mining areas, and also those areas which have suffered economically and industrially and that consideration dominates in providing new railway lines. That is the main consideration and that will continue to be so.

श्री प्रकाशवीर शास्त्री : उत्तर प्रदेश में दो रेलवे लाइनों का उद्घाटन प्रधान

मंत्री ने किया था, एक तो रामपुर से हलद्वानी तक बड़ी लाइन के सम्बन्ध में और दूसरी शाहदरा से सहारनपुर तक जो छोटी लाइन मार्टिन एण्ड बर्न द्वारा चलाई जाती थी, उसे बड़ी लाइन बनाने के सम्बन्ध में था। यह शाहदरा से सहारनपुर तक रेलवे लाइन बनाने का निर्णय उत्तर प्रदेश सरकार और रेल मंत्रालय, दोनों ने मिलकर किया था। तो मैं यह जानना चाहता हूँ कि इन लाइनों पर कब से काम प्रारम्भ हो जायेगा? जब तक इस लाइन पर नया कार्य प्रारम्भ न हो क्या रेल मंत्रालय अपनी ओर से कुछ बसें चलाने की व्यवस्था करेगी जिससे वहाँ पर यातायात की सुविधा हो सके क्योंकि यह लाइन अधिक आय वाली है और इसमें किसी प्रकार से घाटे की सम्भावना नहीं है।

श्री एल० एन० मिश्र : घाटे की सम्भावना नहीं है और शास्त्री जी को यह सुनकर प्रसन्नता होगी कि हमने दोनों लाइनों पर काम शुरू कर दिया है। अभी तक उत्तर प्रदेश की सरकार ने इस सम्बन्ध में काफी सहायता दी है और दो करोड़ रुपये भी दिया है। हमने दोनों लाइनों पर काम शुरू कर दिया है।

SHRI T. N. SINGH : In this connection, Shahdara-Saharanpur railway line is not included in the list.

SHRI L. N. MISHRA : I wanted to know the latest position and in the morning I asked the General Manager, Northern Railway whether these two railway lines inaugurated by the Prime Minister have been taken up or not. I am informed that the work has been taken up and Rs. 15 lakhs for Rampur-Haldwani and Rs. 21 lakhs for Shahdara-Saharanpur projects have been provided.

SHRI A. G. KULKARNI : May I know from the Minister, in the two re-

plies which he has given—one to question No. 699 and another to question No. 701, he has given a list of 7 new lines which are proposed to be provided—this is in reply to question No. 699—where positive commitment has been made and allocation of funds has been made but in reply to 701, he has given railway lines in Maharashtra (Marathwada, Vidarbha) which are also included for the Fifth Plan. May I know what is meant by inclusion in the Fifth Plan when no provision has been made? When the Prime Minister herself has started some work in U.P., the Prime Minister herself has announced in Marathwada that work in drought prone area particularly Wani-Chanaka, Manmad up to Nanded and Diva-Bassein, these lines will be taken up and the work would start. Was it only for the gallery and for the people to be satisfied on paper or is it really a fact? If so, what amount he has allocated in the first year of the Fifth Plan or you are not going to allocate any funds?

SHRI L. N. MISHRA : Work on these projects had been taken up last year and earth work was also done, specially with a view to fight drought and provide employment to the local people. The projects stand approved and will get the due priority as early as possible.

SHRI A. G. KULKARNI : But where are the funds? No funds have been allocated in your reply, to the question.

SHRI L. N. MISHRA : This question is for the new lines. The project taken up a year back stands on a different footing.

SHRI M. KADERSHAH : I would like to know from the hon. Minister whether the proposed Karur-Dindikul Railway line has been included in the list or not. It is said that Bangalore and Tuticorin Port will be linked by this railway line via Karur and Salem. If it is under consideration, I want to know the

reason for the prolonged delay in taking up this railway line even after making the survey some four years back.

SHRI L. N. MISHRA : I am not having information of individual project at the moment.

SHRI YASHPAL KAPUR : Mr. Deputy Chairman, Sir, this House has been discussing during the Budget session the huge compensation being paid for transshipment at the Moghulsarai Junction for the goods being sent to Eastern Uttar Pradesh. I would like to know from the Minister whether it is contemplated during the whole of the Fifth Plan to convert any MG line into BG line which goes from Moghulsarai to the sugar-producing areas of Eastern U.P. and other parts.

SHRI L. N. MISHRA : We require notice for it. I have no information about it.

SHRI SANAT KUMAR RAHA : Sir, the Railways are contemplating to mobilize resources and Rs. 355 crores will be spent for laying the new railway lines. I want to know from the Minister as to what the rationale of laying these new lines is. If it is on the productive basis regarding agricultural and industrial development, I want to know the reason why the Belurghat-Malda railway line in the most backward area of West Bengal has been left out during this year's railway programme.

SHRI L. N. MISHRA : As I said earlier, I cannot say about it just now but the principle stands that the backward areas will get priority. But there are a number of backward areas and we have limited funds at our disposal. Therefore, it is not possible to include every line. But I am not saying 'no' to each project. But I will find out the position.

श्री चक्रपाणि शुक्ल : उपसभाध्यक्ष जी, मैं मिनिस्टर साहब से जानना चाहता हूँ कि ये जो नई रेलवे लाइनें स्वीकृत

की गई हैं उनका आधार क्या है? क्या उनको मालूम है कि हिन्दुस्तान का सबसे बैकवर्ड एरिया बस्तर है और वह बहुत बड़ा क्षेत्र भी है? बस्तर क्षेत्र में डल्ही-राजहरा, जगदलपुर लाइन का सर्वे प्रांतीय सरकार ने भी करा लिया है और केन्द्रीय सरकार ने भी करा लिया है, जब कि आपके उत्तर से यह मालूम होता है—“The survey has been taken up or is proposed to be taken up.” यह लाइन इकोनोमिकली भी ठीक और यह बैकवर्ड एरिया में है, जो कि बहुत बड़ा क्षेत्र है और वहाँ तत्काल कार्य प्रारम्भ करने की आवश्यकता है। तो मैं जानना चाहता हूँ—यह निश्चित रूप से बताया जाय—कि फिफ्थ फाइव इयर प्लान में इस पर कार्य प्रारम्भ किया जायगा अथवा नहीं?

श्री एल० एन० मिश्र : जैसा मैंने अपने स्टेटमेंट में कहा है, हमारी पोलिसी में कन्सेप्चुअल चेंज आया है और उसके मुताबिक हमने कहा है कि वहीं लाइन न ली जाये जिनसे रेलवे को लाभ होता हो, अगर किसी लाइन से पिछड़े हुए इलाकों की तरक्की होती है तो उसे ले लेना चाहिए। बस्तर पिछड़ा हुआ इलाका है। जो हमारे फंड्स हैं उनके अन्दर यह काम आ सकेगा तो जरूर लिया जाएगा।

श्री चक्रपाणि शुक्ल : मेरे क्वेश्चन का जवाब नहीं आया। यह लाइन इकोनोमिकली भी ठीक है और यह बैकवर्ड एरिया में भी है। तो यह बताइए कि यह ली जायगी या नहीं?

श्री एल० एन० मिश्र : उत्तर तो वही है।

SHRI M. S. ABDUL KHADER : Sir, from the list given here, I find that the new railway lines have been proposed

to be taken up only in the northern part of our country. But, unfortunately, the southern part is completely neglected. May I know from the hon. Minister whether he is having any proposal of laying any new lines in the southern part?

SHRI L. N. MISHRA : Sir, there are a number of projects in the southern part also. One is connecting Kanyakumari and some other place— I forgot the name. I had been to that area for selection of site, etc. and Trivandrum is also being connected. Comparatively speaking, I must say that it will not be fair to say that South India had been neglected in the construction of railway lines.

MR. DEPUTY CHAIRMAN : Next question.

Black marketing in diesel oil and fuel oil

- *700. SHRI KALI MUKHERJEE :†
 SHRI J. S. TILAK :
 SHRI KRISHAN KANT :
 SHRI GURMUKH SINGH
 MUSAFIR :
 SHRI A. G. KULKARNI :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware of the acute shortage of diesel and fuel oil and consequential black-marketing in various States; and

(b) whether any rational distribution system has been evolved by Government, and if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) and (b) There have been no reports of any diesel shortage in the country in the recent past. Furnace oil supplies are, however, regulated as per recommendations of the Standing Committee on Furnace Oil.

†The question was actually asked on the floor of the House by Shri Kali Mukherjee.

State Governments have been advised to make arrangements for supply of diesel oil for agricultural use on cards so that these demands can be met on priority. They have also been advised to initiate steps for economy in the use of diesel in the transport sector and cut down non-essential consumption. No change is envisaged in the system of furnace oil supplies to various consumers. A quota has already been given to States with effect from 1st July, 1974 for meeting requirements of small scale industries and other State Government projects not registered with any Central authority.

State Governments have powers to deal with any malpractices or black-marketing in these products. No such reports have been received by this Ministry recently.

श्री काली मुखर्जी : उपसभाध्यक्ष महोदय, मंत्री महोदय कृपा करके बतायेंगे कि यह जो हमारे मुल्क में तेल की कमी है और उसके कारण उनसे उत्पादित प्रोडक्ट्स की कमी होने की वजह से कई स्टेट्स में काफी काला बाजार चलता है और इसलिए देश में अपने पब्लिक इंटरप्राइजेज के जरिये तेल का उत्पादन हो और उससे उत्पादित वस्तुओं का वितरण हो इसके लिए हम क्या कोशिश कर रहे हैं ?

SHRI D. K. BOROOAH : (*Spoke in Bengali*).

AN HON. MEMBER : Without prior notice he cannot speak in Bengali.

(*Interruptions*)

SHRI NIREN GHOSH : Do not waste time. Otherwise the Question Hour will be over.

SHRI D. K. BOROOAH : I do not understand how we can have any rule by which the language of Rabindranath Tagore cannot be spoken here.