

## EXPANSION OF RAILWAY TRANSPORT CAPACITY

\*50. { SHRI ARJUN ARORA:  
SHRI M. AJMAL KHAN:

Will the Minister of RAILWAYS be pleased to state the steps taken for expanding Railway transport facilities in view of the expansion of capacity of steel plants?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): A statement is laid on the Table of the House.

## STATEMENT

The expansion of rail transport facilities is primarily based on the targets of production set up in the major industrial sectors such as steel, coal, cement, etc., in the Nation's Five Year Plan. In the Second Five Year Plan, the railway development programme provided for a production target of six million tons of ingot steel (movement of about 4.5 million tons of finished steel) and one million tons of pig iron. The actual rail movement materialising towards the end of the Second Plan period was 3.8 million tons.

2. When the Railway's transport plan was formulated for the Third Five Year Plan, the target set for the iron and steel industry was 9.47 million tonnes of ingot steel (corresponding rail movement of 7.1 million tonnes finished steel) and 1.3 million tonnes of pig iron, which was based on the assumption that in addition to the expansion programmes of the three public sector steel plants (Bhilai, Rourkela and Durgapur), a new steel plant in the public sector (at Bokaro) would also be commissioned.

3. The rail transport facilities required for the steel production programme can be classified into three broad categories as under:—

(a) Construction of new railway lines, if any, required for

movement of raw-materials including coal,

- (b) Augmentation of line capacity on the existing railway system, including provision of major yards.
- (c) Provision of necessary rolling-stock for transport of both raw-materials and finished products on a programmed basis.

While the rail transport plan for the Third Five Year Plan initially provided for all the necessary facilities under the categories enumerated above for the targets of production adopted in the Plan, as the Plan progressed it was realised that the steel expansion programme was not maturing in accordance with the time schedule envisaged at the time of the formulation of the Plan. The mid-Plan appraisal carried out under the aegis of the Planning Commission in September, 1963, among other things, also included a review of the rail transport facilities provided for in the Plan. Arising out of this review, it was decided to rephase certain line capacity works connected with the setting up of the new steel plant at Bokaro (the implementation of which had to be postponed to the Fourth Plan) as also the procurement of rolling-stock, the latter match the re-appraised steel production target for the Third Plan which was placed at about 7.8 million tonnes ingot steel and 1.3 million tonnes pig iron. Except for these adjustment in the transport plan for steel, all other major time-consuming line capacity works on the existing railway system as also the construction of the Hatia-Bondamunda new line were progressed according to the schedule. The latter new line has also since been opened for traffic.

4. As a result of the works planned for the Third Plan expansion programmes of the existing public sector steel plants getting completed by the end of the Plan period, and the production build-up to the figures indi-

cated at the time of the mid-term appraised occurring in the early part of the Fourth Plan, rail transport facilities for such traffic would be slightly ahead of actual need in 1965-66.

5. The rail transport plan for the Fourth Five Year Plan is also to provide for further expansion of the three existing public sector steel plants in addition to the steel at Bokaro. But the details have still to be finalised. Provision for a 5th public sector steel plant will be made only after its location and other details concerning sources and manner of transport of raw materials have been decided upon.

#### DECLINE IN EXPORT OF COTTON TEXTILES

\*51. SHRI M. N. GOVINDAN NAIR: Will the Minister of COMMERCE be pleased to state:

(a) whether the export of cotton textiles has registered a decline recently; and

(b) if so, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI S. V. RAMASWAMY): (a) and (b) The exports of cotton textiles had registered a decline earlier in the year. But the shortfall has been almost made up; and the exports are now almost at the same level as during the corresponding period (January to September) of last year.

#### PARTICIPATION IN THE ASIAN DEVELOPMENT BANK

\*52. SHRI D. THENGARI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government of India is considering to participate in the proposed Asian Development Bank; and

(b) if so, the details thereof?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) Yes, Sir.

(b) The details will be determined at the Second Ministerial Conference on Asian Economic Cooperation scheduled to be held at Manila from 29th November to 1st December, 1965.

#### ALLOTMENT OF FIAT CARS

\*53. { SHRIMATI TARA  
RAMCHANDRA  
SATHE;  
SHRIMATI LALITA  
(RAJAGOPALAN):

Will the Minister of INDUSTRY AND SUPPLY be pleased to state the number of persons on the waiting list for the allotment of Fiat cars?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISHRA): 14,716 applications were on the waiting list of 31st October, 1965 for allotment of Fiat cars from the Central Government quota.

#### ARRANGEMENTS FOR CROSSING GOODS TRAFFIC ACROSS GANGES IN N. E. RAILWAYS.

\*54. SHRI S. C. DEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether by the opening of broad gauge Assam link line from Siliguri to Jogigopa on North-East Frontier Railway, to goods traffic, greater goods traffic to the extent of 1,000 wagons per day, would be running on this line and whether Farakka-Khajuriaghat Ferry will be capable of bearing the burden of carrying such large scale traffic; and

(b) if not, what alternative arrangement of crossing the traffic over the Ganges is contemplated?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) The capacity of the Farakka-Khajuriaghat ferry has