

[Mr. Deputy Chairman.] mittee.  
Your Party members are there, and  
your policy is the same.

SHRI BHUPESH GUPTA: I am not being legalistic. Therefore, I will convey this to Shrimati Renu Chakravarty. But we are dealing with the procedure, as you see. But the difficulty arises as to what the Public Accounts Committee or the Estimates Committee thinks. We have been fighting there that we should be given the right of giving notes of dissent. That has not been accepted, and the procedures we cannot divulge. Certainly I cannot divulge the procedure of the Public Accounts Committee. As far as Shrimati Renu Chakravarty is concerned, you will bring that point out and you are absolutely right in doing so. Apart from that, we are concerned with certain expenditure and the manner in which it is incurred. "We are not questioning the Public Accounts Committee's sanctioning at this stage, because they have done it.

MR. DEPUTY CHAIRMAN: Your speech was almost a criticism of the Public Accounts Committee.

SHRI BHUPESH GUPTA: We are not questioning their right. I said that in future the Public Accounts Committee should go into this question. This much we can say. It is a Committee of the Houses. I can submit to the Committee of the Houses as to what they should or they should not do.

MR. DEPUTY CHAIRMAN: Anyway

SHRI BHUPESH GUPTA: Now, the point is this. The hon. Minister was willing to reply, and you could have allowed him two or three minutes. Nothing would have been lost.

MR. DEPUTY CHAIRMAN: A question of policy cannot be allowed. You could have criticised why the excesses were there. That is why I said that. You raised a question of policy which I did not allow.

SHRI BHUPESH GUPTA: I took your direction. It is not a question of policy being raised. Money is in danger of being wasted. I wanted a little reply. Year after year, the money is being spent. When I have made my position clear, I am satisfied even though a reply . . . .

MR. DEPUTY CHAIRMAN: Both of us understand each other.

SHRI BHUPESH GUPTA: Sometimes we do not seem to.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

*The motion was adopted.*

#### **THE APPROPRIATION RAILWAYS No. 4 BILL, 1960**

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : Mr. Deputy Chairman, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, this sum is required in connection with the construction of two new railway lines details of which have been fully explained in the explanatory remarks. The first line is the Madhopur-Kathua line which would cost approximately Rs. 1-78 crores and would be about 5\*4 miles in length. This would also include a bridge over the river Ravi. The second line is from Bailadilla to Kottavalasa, a distance of approximately 310 miles, and the line would cost approximately Rs. 50 crores. This line has to be constructed mainly for

the purpose of exporting four million tons of iron ore to Japan, and according to the agreement that has been entered into with the Government of Japan, the export is to start from the year 1966. Therefore, we have no time to lose and we have to go ahead with the construction of this lengthy railway line which passes through very difficult country. The agreement with Japan was signed only in March after the Budget was presented to Parliament and that is why we could not come forward with this demand earlier.

*The question was proposed,*

SHRI M. S. GURUPADA SWAMY (Mysore): Mr. Deputy Chairman, any new railway line is worthy of consideration and it requires our support. Here, I do not want to make a speech but I want to raise a few questions which the hon. Minister may answer. Sir, I want to know whether this agreement between Japan and India, for which one of the new lines has been thought of as necessary, was included in the Second five Year Plan. And if we are taking up this line outside the Plan, it may have been included in the Third Plan. But at the present moment it looks as though it comes under non-planned development expenditure. May I know from the hon. Minister whether it is so?

Then, I want to know whether it is the procedure of the Ministry to take up new projects in relation to commitments made under certain agreements. If that is so, I want to know from him whether it is a proper procedure. Does it not give room to adverse inferences? For instance, if a Railway project is not desirable, it would be made desirable and necessary because it "has to serve some other purpose. In this case, one of the projects is intended to serve the purpose of an agreement entered into between India and Japan to export four million tons of iron ore to that country. So, this way of getting a thing done is not very desirable. It is not

at all desirable when we are talking so much about Plans and the planned execution of projects.

Secondly, Sir, I want to know whether the Government of Japan gives any help—financial, technical or otherwise—to carry out this project, or is it only to supply this iron ore to Japan that we have to construct the Railway line? Again, Sir, I want to know what is the return expected from these two projects as well as the cost of construction per mile, and how these things compare with the other Railway lines.

Finally, Sir, many surveys, far and wide, have been conducted in India regarding new lines. The return on some of these lines is expected to be very high. Compared to the return on other lines the return on this particular line is not appreciable according to my information. If that is the case, what is the criterion on the basis of which you take up new lines?

Some time back in the other House, when I was a Member of that House, the hon. Minister gave out certain criteria on the basis of which new lines are taken up. One of the lines here is taken up merely on the ground that you have to fulfil a contract entered into with a foreign Government. It was not done in the past. Here, with a view to fulfilling a contract or an agreement a railway line is proposed to be constructed. If that line is constructed on other grounds, on the basis of the criterion given to us in the past, then that line might be justified, but such reasons have not been given here. So, I take it that the only reason is the supply of iron ore to Japan. If that is the only reason, I feel that it is not the way of taking up new lines; it is not the way of doing things.

Then, Sir, by the way, there are projects which, according to the Railway Ministry, would yield a higher return, for instance Chamarajanagar-Satyamangala and Hassan-Mangalore

[Shri M. S. Gurupada Swamy:] lines in Mysore. There are so many other lines in other States which can yield a greater return if return is the criterion, and I still think that is one of the criteria beside other things. Therefore, I want the hon. Minister to clarify the whole position to avoid any misunderstanding.

**श्री जुगल किशोर (पंजाब) :** माननीय उपसभापति जी, मैं इस बिल का जो इतनी बड़ी रकम की मंजूरी के लिये रेलवे ऐडमिनिस्ट्रेशन की तरफ से पेश किया गया है, समर्थन करते हुए चन्द बातों की तरफ ध्यान-रेखिल रेलवे मिनिस्टर साहब की तबज्जह दिलाना चाहता हूँ।

जिस इलाके से मैं ताल्लुक रखता हूँ उस इलाके में एक रेलवे लाइन रोहतक से भिवानी तक बनाये जाने के लिये पाटिशन से बहुत पहले तजवीज हो चुकी थी और सर्वे भी हो चुका था। लेकिन आज बीजों साल गुजर चुके, उस रेलवे लाइन के बनाने की तरफ तबज्जह नहीं दी जा रही है।

**MR. DEPUTY CHAIRMAN:** You must speak something about this line. Your line is not the line that they have taken up here.

**श्री जुगल किशोर :** इसमें "न्यू रेलवे लाइन्स" लिखा है।

**MR. DEPUTY CHAIRMAN:** During the Railway Budget you can speak on any line.

**श्री जुगल किशोर :** मैं यह जानना चाहता हूँ कि जब नई रेलवे लाइन्स बनाई जा रही हैं तो वहाँ क्यों नहीं बनाई जा रही हैं? वहाँ भी नई रेलवे लाइन बनाई जानी चाहिये। इस तरफ रेलवे ऐडमिनिस्ट्रेशन काफी तबज्जह नहीं दे रहा है। उस इलाके से बहुत सा माल दूसरे सूबों में जाता है और वहाँ से बहुत आमदनी रेलवे को हो सकती है। इस वास्ते मैं रेलवे ऐडमिनिस्ट्रेशन की तबज्जह इस तरफ दिलाना चाहता हूँ।

दूसरी बात, मैं जिसकी तरफ तबज्जह दिलाना चाहता हूँ, वह यह है कि रेलवे ऐडमिनिस्ट्रेशन नई लाइनें तो बना रहा है लेकिन जब वह अपने वफादार और ईमानदार मुलाजिमीन की हिफाजत नहीं कर सकता तो इन नई रेलवे लाइनों के बनाने से क्या फायदा। मैं आपको एक दर्दनाक किस्सा हिसार का सुनाना चाहता हूँ। हिसार के एक हैड टिकट कलेक्टर ने इसी २६ जून, १९६० को हिसार के एक सब-इंस्पेक्टर आफ पुलिस से, जो बिला टिकट सेकेंड क्लास में सफर कर रहा था, १० रु० और कुछ पैसे चार्ज कर लिये। उस पर उस सब-इंस्पेक्टर ने उस को यह धमकाया भी कि मैं इसका बदला दूंगा। चुनावी जब यह आर्डिनेंस जारी हो गया और हड़ताल का सिलसिला चला तो हिसार पुलिस ने उस हैड टिकट कलेक्टर को १०७ और १५१ में गिरफ्तार करके नौ दिन हवालात में रखा और उसकी जमानत नहीं होने दी। आखिर मैं एक लाख रुपये की जमानत पर वह हैड टिकट कलेक्टर छूटा। उसके बाद वह केस वापस ले लिया गया। तो मैं डिप्टी मिनिस्टर साहब की तबज्जह इस तरफ दिलाना चाहता हूँ कि जब ऐसा जुल्म एक ऐसे हैड टिकट कलेक्टर के साथ किया जाता है जिसने अपने फ़र्ज की अदायगी की तो नई रेलवे लाइनें बनाने से क्या फायदा।

**SHRI SHAH NAWAZ KHAN:** From Railway line he has come to the Ret collectors now.

**श्री जुगल किशोर :** वह ठीक है, लेकिन मैं आपकी तबज्जह इस तरफ दिलाना चाहता हूँ कि रेलवे मुलाजिमीन के साथ कैसा जुल्म बरता जा रहा है।

**MR. DEPUTY CHAIRMAN:** This is an Appropriation Bill. Whatever you speak should be relevant to the subject. It is not a discussion on Railway General Administration.

**श्री जुगल किशोर :** नई रेलवे लाइनें बनाने से फायदा क्या, जब रेलवे मुलाजिमीन जो आपके वफादार हैं और जो नेकी से, ईमानदारी से, अपना काम करते हैं, उनकी आप हिफाजत ही नहीं कर सकते ?

MR. DEPUTY CHAIRMAN: Please hear me. You cannot speak on Railway Administration and ticket collectors while we are on Appropriation Bills.

**श्री जुगल किशोर :** टिकट कलेक्टर की बात जाने दीजिये । मैं हड़ताल की बात कह रहा हूँ । हाल में जब हड़ताल हुई थी . . .

MR. DEPUTY CHAIRMAN: You know English; you can speak in English.

**श्री जुगल किशोर :** उस हड़ताल में जिन मुलाजिमीन ने गवर्नमेंट का साथ दिया, जो हड़ताल में शरीक नहीं हुए, जिन्होंने दूसरी पार्टियों का साथ नहीं दिया आज उनका तबादला किया जा रहा है . . .

MR. DEPUTY CHAIRMAN: I am sorry it is not relevant.

**श्री जुगल किशोर :** तो आखीर में मैं भिवानी और रोहतक की जो नई लाइन खोली जानी चाहिये थी उसकी तरफ फिर तबज्जह दिलाना चाहता हूँ ।

SHRI BHUPESH GUPTA: Before the hon. Minister replies, Sir, I want to make one observation. It seems you went wrong and I followed you in that matter and I too went wrong. Mrs. Chakravartty has never been a Member of the Public Accounts Committee.\*

MR. DEPUTY CHAIRMAN: Anyway, your Party was represented. I may be wrong as regards the actual person, but your Party was represented.

\*See col. 2792 supra.

SHRI BHUPESH GUPTA: I followed you in that matter and I went wrong. That is what I wanted to say.

SHRI SHAH NAWAZ KHAN: Sir, my friend, Shri Gurupada Swamy, raised certain points. I would like to inform him that a survey for the new line from Bailadilla to Kottavalasa had been sanctioned in January, 1959. That was done at the instance of the Ministry of Rehabilitation. Later on, Sir, a delegation of Japanese industrialists and steel experts came to India and they wanted that this area should be opened up for exporting iron ore. We agreed to this not in the interests of anybody else, but in our own interests, in order to earn foreign exchange which is so badly required in this country. Although this railway line was not thought of for construction during the Second Plan originally, still with the concurrence of the Planning Commission it has been decided to go ahead with this line as rapidly as possible.

SHRI M. S. GURUPADA SWAMY: Is it correct?

SHRI SHAH NAWAZ KHAN: Yes, we think it is absolutely correct. It is being done in the national interest.

Then, Sir, he wanted to know whether Japan would help in any way for the construction of this railway line. Sir, Japan will finance the foreign exchange portion for the construction of this line, which is about Rs. 1 crore. That is the element of foreign exchange required. He also wanted to know the likely return from these railway lines. Primarily, as I said before, the Bailadilla-Kottavalasa line is being constructed for exporting iron ore and that is with a view to earning foreign exchange. In spite of that, Sir, it will not be a line which will not pay its way and we think that the return would be something like 4.7 per cent. As for other lines, Sir, the Madhopur-Kathua line is being constructed from a strategic and defence point of view and it will make the export of things from Kashmir easier. He wanted to know the cost

[Shri Shah Nawaz Khan.] of construction of these lines. Sir, it is admitted that these two lines pass through a very difficult terrain and the cost would be fairly heavy. The cost of the Bailadilla-Kottavalasa line would be just over Rs. 50 crores. It is 310 miles. That would come to about Rs. 16.7 lakhs per mile. The Madhopur-Kathua section would cost Rs. 1.87 crores—a distance of over 5 miles. That would come to about Rs. 37 lakhs per mile. But this figure includes the construction of a bridge over the Ravi, which itself costs about Rs. 1 crore. These are the pressing reasons which have forced us to go ahead with these lines. With these words, Sir, I move.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN: We shall now come to the clause by clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI SHAH NAWAZ KHAN: Sir, I move:

"That the Bill be returned."

*The question was put and the motion was adopted.*

THE INTERNATIONAL DEVELOPMENT ASSOCIATION (STATUS, IMMUNITIES AND PRIVILEGES) Bill, 1960.

THE DEPUTY MINISTER OF FINANCE (SHRI B. R. BHAGAT): Sir, I beg to move:

"That the Bill to implement the international agreement for the establishment and operation of the International Development Association in so far as it relates to the status, immunities and privileges of that Association, and for matters connected therewith, as passed by the Lok Sabha, be taken into consideration."

Sir, the Bill before the House is a comparatively simple measure and merely proposes to confer on the International Development Association, a new international financial institution which is being set up as an affiliate of the International Bank, the status, privileges and immunities which are normally granted to international organisations of a like nature. There is no new principle involved in it; it is merely an extension of the principle which the House has accepted before in regard to the International Monetary Fund, the International Bank and the International Finance Corporation.

This Association is being established to supplement the activities of the World Bank and to facilitate the increased flow of international capital for assisting in the development of the resources of the underdeveloped countries. The purposes of the Association are to promote economic development, to increase productivity and thus to raise the standards of living in the less developed areas of the world included within the Association's membership. In particular, the Association will finance important developmental projects on terms which are more flexible and which bear less heavily on the balance of payments than those of conventional loans. Membership of the Association