

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान् यह बतलावेंगे कि जैसा कि प्रश्न पूछा गया कि जिन लोगों को रा-मैटोरियल उनकी गलती से नहीं बल्कि फारेन एक्सचेंज की कमी की वजह से नहीं मिलने वाला है उनसे सरकार का रुपया न वसूल होने से उनका कोई व्यक्तिगत दोष नहीं है, ऐसी स्थिति में क्या उनसे रुपया वसूल किया जाना तब तक स्थगित नहीं किया जा सकता जब तक कि रा-मैटोरियल उनको उपलब्ध नहीं होता ?

श्री टी० एन० सिंह : जो विभिन्न इकाइया है स्माल स्केल इन्डस्ट्रीज़ की, उनके साथ कैसा व्यवहार करना चाहिये, कौन रियायत करनी चाहिये, कौन रियायत नहीं करनी चाहिये, ये सब बातें ज्यादातर स्टेट गवर्नमेन्ट्स पर छोड़ दी जाती है। यहाँ से उसके बारे में कोई निर्णय करना गलत होगा।

CONVERSION OF METRE GAUGE RAILWAY TO BROAD GAUGE IN KERALA

*450. **SHRIMATI DEVAKI GOPIDAS:** Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received from the State of Kerala requesting for the conversion of the metre gauge railway system in the State to broad gauge so that in the developmental schemes this State can march along with the others in the Fourth Five Year Plan period; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) Yes Sir. The Government of Kerala have recommended conversion of the Ernakulam-Trivandrum metre gauge section into broad gauge, urging that at least Ernakulam-Quilon section should be

taken up, if it is not possible to consider the entire section.

(b) The proposals for conversions to be taken up in the Fourth Plan are yet to be finalised. In the studies of the different sections, to determine the justification for their conversions, in future, the Quilon-Ernakulam section will also be kept in view. However, from a preliminary study of the available capacity and the traffic prospects, it appears that this section may not merit adequate priority to justify inclusion in the Fourth Plan, especially with the present paramount need for maximum economy in expenditure.

SHRIMATI DEVAKI GOPIDAS: May I know, Sir, whether enough space has been left while constructing the Trivandrum-Quilon line in the designs for converting it into broad gauge so that much more funds would not be required at that time? Because there is no broad gauge system there, the industrial development of Kerala is very much suffering.

SHRI SHAM NATH: Sir, it is not true to say that conversion of Metre gauge into broad gauge would not cost a heavy sum. According to our estimates, if the Ernakulam-Trivandrum line is converted, it would cost about Rs. 7 crores. In regard to the second part of the question of the hon. Member, I would say that ample line capacity is still available on the existing metre gauge line which can further be augmented by provision of ordinary line works and no difficulty is anticipated in the handling of the traffic in the foreseeable near future.

श्री बाबा साहेब सावनकर : जब रेलवे मिनिस्टर पाटिल साहब औरंगाबाद आए थे तो उन्होंने उस्मानाबाद और औरंगाबाद में ब्राडगेज लाइन देने का वादा दिया था, पदरपुर के पैसिजर्स की जो रिफरर्ट है

उन्हें भी दूर करने का वादा किया था । मैं रेलवे मंत्री महोदय से जानना चाहता हूँ कि उन्होंने पब्लिक से जो वादा किया था उसके लिए उन्होंने क्या कार्यवाही की है । मैं चाहता हूँ कि जल्द से जल्द हमारे मराठवाड़े की मांग को मंत्री महोदय पूरा करे ।

श्री एस० के० पाटिल : वादा तो नहीं किया था, लेकिन मेरी खातिर है कि वह जल्द से जल्द बने, लेकिन जैसा कि मिनिस्टर ने कहा उसके लिए पैसा मिलना चाहिए ।

श्री बाबा साहेब सावनेकर : पैसा आपके पास जमा है ।

SHRIMATI DEVAKI GOPIDAS: May I know, Sir, if the Government are aware that no big industry can be established in the southern districts of Kerala because there is no broad gauge system, and, therefore, is it not an accepted principle that as early as possible the metre gauge should be converted into broad gauge?

SHRI S. K. PATIL: The hon'ble lady Member need not emphasise the need of it. I am already aware of it. The question is one of priorities as to what should be taken up first. I think it would be possible for us to consider these things sympathetically.

SHRI DEOKINANDAN NARAYAN: There is always a demand for converting the metre gauge or narrow gauge into broad gauge. May I know, Sir, from the hon. Minister if they have prepared any long-term programme or plan to convert these metre gauge or narrow gauge lines into broad gauge and if any priority is also listed with it?

SHRI S. K. PATIL: It has been the practice everywhere in the world, Sir, that ultimately the railways must come to a standard gauge because it is a good thing. Many other countries that are far ahead in

railways have already done so. That will be done in India too because so far as the carrying capacity of the goods is concerned, so far as broad gauge is concerned, it is enormous, out of proportion, larger than the metre gauge. But the question is that we require a very, very large sum. Today we are thinking of Rs. 1,500 crores, but it may be Rs. 2,000 crores or even more. Therefore, it has to be a phased operation. That is in view while these questions are considered.

SHRI K. DAMODARAN: May I know, Sir, how many new railway lines the State Government has recommended for construction in Kerala during the Fourth Plan and how many of them have been accepted by the Central Government and the planning authorities?

SHRI SHAM NATH: I would require notice, Sir.

SHRI P. C. MITRA: May I know, Sir, whether these metre gauge lines are running at a loss or at a profit? If it is running at a loss, what is the amount of loss per year?

SHRI SHAM NATH: It is very difficult to say whether a particular section on a particular Railway is running at a loss or not, but I can only say that as far as the Southern Railway is concerned, it is running at a loss.

SHRI D. THENGARI: Sir, has the Government considered the possibility of bringing about proper co-ordination between the railway system and the inland water transport of Kerala so that even if it is converted into broad gauge it would be less uneconomic?

SHRI SHAM NATH: As regards the necessity to have proper coordination between the road transport, the inland waterways authorities and the Railways, an attempt will be made to improve that co-ordination.

SHRI PALAT KUNHI KOYA: May I know, Sir, if the hon. Minister is aware that the people of Kerala are suffering much in connection with travelling even from one end of Kerala to the other? We have to travel about 16 hours to reach Trivandrum from Calicut, and when we want this portion of the Trivandrum area to be converted into broad gauge, the hon. Minister speaks about expense. I request the hon. Minister to have a broad mind at least for Kerala.

MR. CHAIRMAN: It is not a question.

SHRIMATI DEVAKI GOPIDAS: During the last three Plans Kerala got a very small length of railways. Will the hon. Minister kindly see to it that Kerala gets the first priority regarding the conversion of metre gauge into broad gauge?

MR. CHAIRMAN: I think the reply to this question has been given. You are trying to say the same thing.

*234. [The questioners (Dr. M. M. S. Siddhu and Shri L. D. Asthana) were absent. For answer, vide cols. 2683-84 infra.]

*451. [The questioner (Shri Jagat Narain) was absent. For answer, vide col. 2684 infra.]

कपड़े का निर्यात

*452. **श्री जगन्नाथ प्रसाद :** क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि

(क) जनवरी, 1965 से अब तक विदेशों को कपड़े का कुल कितना निर्यात किया गया; और

(ख) पिछले साल के निर्यात की तुलना में इसकी मात्रा कितनी है ?

†[Export of Cloth

*452. **SHRI JAGANNATH PRASAD:** Will the Minister of COMMERCE be pleased to state:

(a) the total quantity of cloth that has been exported to the foreign countries since January, 1965; and

(b) how does the figure compare with the quantity exported last year?]

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI S. V. RAMASWAMY): (a) and (b) The quantity of cloth exported from the country during the period January to September 1965 was about 379 million metres of the value of about Rs. 40.5 crores as against the quantity of about 419 million metres of the value of about Rs. 43.2 crores during January to September 1964.

‡[वाणिज्य मंत्रालय में उपमंत्री (श्री एस० वी० रामस्वामी) : (क) और (ख) जनवरी से सितम्बर, 1965 की अवधि में लगभग 3790 लाख मीटर कपड़ा, जिसका मूल्य लगभग 40.5 करोड़ रु० है, निर्यात किया गया, जबकि जनवरी से सितम्बर, 1964 की इसी अवधि में 4190 लाख मीटर कपड़ा जिसका मूल्य लगभग 43.2 करोड़ रु० था, निर्यात किया गया था।]

श्री जगन्नाथ प्रसाद : मैं यह जानना चाहता हूँ कि पिछले साल जो एक्सपोर्ट हुआ उसके मुकाबले इस साल जो हमारा एक्सपोर्ट हुआ उसके अनुपात में कितनी कमी हुई ? क्या कारण है जिसकी वजह से यह कमी हुई ?

SHRI S. V. RAMASWAMY: There are certain reasons, Sir. While the mill textile goods have decreased somewhat from Rs. 68 crores to Rs. 33 crores, the handlooms have increased from Rs. 5 crores to Rs. 7 crores. The reason why the mill textile goods have declined is,

†[] English translation.

‡[] Hindi translation.