

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Generally every month Minister, Petroleum, Chemicals and Fertilizers, holds a meeting with the Chief Executives of Public Sector Undertakings under the Ministry. The last such meeting was held on the 7th January, 1978. At these meetings Minister reviews the performance of the plants, the problems faced, industrial relations and other relevant matters, and after discussions appropriate decisions are taken.

Railway Lines in Bastar

2697. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that Bastar in Madhya Pradesh is one of the richest districts in the country in the matter of production of hardwood and bamboo but its movement is being hampered in the absence of adequate railway lines;

(b) whether he is also aware that a new railway line linking Jagdalpur with Raipur is essential for the movement of these Forest products;

(c) if so, whether he will consider the proposal for opening new railway lines; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). A survey for conversion of Raipur-Dhamtari narrow gauge section into broad gauge and for construction of a new broad gauge line from Dhallerajhara to Jagdalpur in Bastar district has been completed. The project is estimated to cost about Rs. 55 crores. The question of taking up the project would depend upon the availability of resources for this purpose.

कर्मचारियों की पदोन्नति, स्थानान्तरण और बहाली

2698. श्री इंदारम शावक : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) जनता सरकार के गठन के बाद उन्होंने कितने कर्मचारियों की पदोन्नति, स्थानान्तरण एवं बहाली के आदेश जारी किये और उनमें से कितने आदेशों का अधिकांशियों ने पालन किया, और

(ख) क्या यह सच है कि रेलवे विभाग के कुछ अधिकांशियों ने उक्त आदेशों को "राजनीतिक आदेश" कह कर उनका पालन नहीं किया और यदि हा, तो उन अधिकांशियों के विरुद्ध सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री तिलक नारायण): (क) वर्तमान सरकार के गठन के तुरन्त बाद, उन सभी कर्मचारियों को बहाल करने के आदेश दे दिये गये थे जिन्हें मई 1974 को हड़ताल में भाग लेने के कारण पदच्युत, नौकरी से निकाला या बरखान्त या स्थानान्तरण कर दिया गया था। इन आदेशों को रेल प्रशासकों ने सरकार द्वारा निर्धारित तारीख में भी पहले कार्यान्वित कर दिया था।

(ख) इन आदेशों का अनुपालन न करने का कोई मामला नोटिस में नहीं आया है। जहाँ सक्षम प्राधिकारी के आदेश जानबूझ कर कार्यान्वित नही किये गये, वहाँ सेवा नियमों में दंडात्मक कार्रवाई करने के लिए पर्याप्त व्यवस्था है।

Amount spent on Korba Fertilizer Plant

2699 SHRI PARMANAND GOVINDJIWALLA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the amount that has been spent over the proposed coal based fertilizer plant to be constructed at Korba

in M.P. by the Fertilizer Corporation of India;

(b) whether since July, 1975 the work on the Korba plant has stopped; if so, reasons therefor;

(c) is it not also a fact that the work on Ramagundam (Andhra Pradesh) and Talcher (Orissa) is being continued with all the speed and according to schedule; and

(d) if so, the reasons for this discrimination?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA)

(a) to (d). The Korba fertilizer project was approved for implementation at a cost of Rs. 118.25 crores in June, 1974 and was scheduled to be completed in 1978. By the end of 1973-74 an expenditure of Rs. 2.3 crores had already been incurred. Due to resources constraint, in the middle of 1974, the Plan provisions were reviewed to consider additional fund allocation to the fertilizer sector, and it was decided that Korba might be slowed down in view of the fact that the other two coal based fertilizer plants, namely, Talcher and Ramagundam, were going with full speed and it would be better, to speed up the Korba project after the new technology of coal based fertilizer plants had been proved. The expenditure incurred on the project upto 31st January, 1978 is Rs. 19.95 crores and during 1977-78 an amount of Rs 3 crores is proposed to be spent.

Further implementation of the project as well as setting up additional capacity based on coal as feedstock will be considered after experience is available of the operation of the two coal based plants under erection at Talcher and Ramagundam. The Ramagundam and Talcher projects are expected to be commissioned by the end of 1978.

Cargo Wagons

2700. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total length of railway lines, number of Cargo Wagons and number of railway engines in India as on 1st January, 1978;

(b) what was the income of Indian Railways from Cargo traffic, moving from inland centres to major Indian Ports, during the past year; and

(c) what were the figures asked in (a) and (b) above during the last years of the First and the Third Five Year Plans respectively?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Figures as on 1st January, 1978 are not available. Latest figures, as on 31-3-1977, are given below:

Route Kilometrage	60,666
Total Track Kilometrage (Running Track, Sidings, Yards etc.)	1,02,837
No of goods wagons (in Units)	3,97,773
<i>No of Engines :</i>	
Steam	8,263
Diesel	1,903
Electric	844

(b) Separate figures of income from traffic moved from inland centres to major Indian ports are not available. However, the total earnings from goods traffic carried by railways during 1978-77 excluding wharfages, demurrage charges, etc. was Rs. 1275.6 crores.