

(iv) **CONSTRUCTION OF TALCHAR-SAMBALPUR RAILWAY LINE IN ORISSA**

SHRI K. P. SINGH DEO (Dhenkaul) : The emotional integration of Orissa and the economic development of the State suffered greatly due to lack of direct link between the coastal and the western regions of the State. The western districts of Sambalpur, Bolangir, Kalahandi and Sundargarh possess large mineral bearing areas with huge reserves of coal, lime stone, bauxite, china clay, rich forest areas and an agricultural belt but due to want of direct communication, these resources are not being exploited economically and fully. In view of the above, the State Government have been urging the Railway Ministry to construct the 160 KM strip linking Talcher and Sambalpur, which would open the very rich hinterland for the Paradeep Port as it will reduce the distance between Sambalpur and Bhubaneshwar by about 470 KM, will bring Rourkela, Bhilai and the Raipur industrial belt nearer to the port of Paradeep and will offer direct and most economical route between the Alumina complex at Koraput, the Aluminium Smelter at Angul and the Talcher coal-field.

A survey was conducted by the S. E. Railway, but the survey suffered from the basic defect that it had not taken into consideration the very significant developments, namely, the setting up of the steel plant, oil terminal and a fertiliser plant at Paradeep and the Alumina complex near Koraput, Aluminium Smelter at Angul and the resultant increase in traffic movement that will arise from them. A second survey was, therefore, ordered and the report is now available. The latest report shows that the earning from this line would be 5.10 per cent as against 4.23 per cent as in the first report and including the cost of land to be given free it will be 6.62 per cent and eventually it will cross the

12 per cent mark when ancillary units come up.

The Railway Administration pays dividend to the General Revenue at the rate of 6 per cent and if we add concessions which the Railway give for constructing railway lines in hilly and difficult areas for computing traffic growth, the financial return would come to 10 per cent and would make the line wholly viable.

It may be mentioned that the creation of this link has also been specifically recommended by the National Transport Policy Committee in para 9.3.3. Recent developments have further brightened the prospects of increased traffic on this line. According to present indications Talcher mines will be required to supply five million tonnes of coal to Vizag Steel Plant and this will greatly augment the traffic on this line.

Now that the Railway survey has found the project to be viable, the National Transport Policy Committee has recommended it and it has immense potential for traffic growth, I request the Railway Minister to include it in the Sixth Plan without any further delay.

(v) **CRISIS IN HANDLOOM INDUSTRY DUE TO INCREASE IN PRICE OF COTTON/SILK YARN.**

श्री अशफाक हुसेन (महाराजगंज) :
उपाध्यक्ष महोदय, हैंडलूम में इस्तेमाल होने वाले सूत और रेशमी धागे के दाम में पिछले तीन महीनों में लगातार इजाफे ने इस सब से बड़ी घरेलू सनअत को बुहरान में मुबतिला कर दिया है। उत्तर प्रदेश, हरियाणा, पंजाब और दूसरे हैंडलूम मरकजों हर जहाँ 20 और उससे नीचे के नम्बरों का सूत इस्तेमाल होता है उस को हालत खसूसी तोर पर बदतर हो गई है। बीस और उससे नीचे के नम्बर का जो सूत अभी दोमह किब्ल नब्बे और बानवे में फरोस्त होता