

**SHRI M.O.H. FAROOK :** Sir, the construction of the airport has been taken by the State Government to Karnataka Land Army Corporation Limited. The National Airports Authority is only providing the technical assistance-consultancy-free-of-charge and as a special case. Apart from that, we have no authority over them.

**DR. B.G. JAWALI :** It is more than a decade now. The land has been acquired. The compensation has been paid. If it goes on, somewhere it has to be started. May I know from the Hon. Minister whether anything can be done in this matter?

**SHRI M.O.H. FAROOK :** Sir, I have already told that this is a State project. The project report was prepared and sent to them for implementation. More than that, we have no authority over it. It is the State Government who have to process the whole matter.

[*Translation*]

#### **Conversion of New Rail Lines**

\*756 **SHRI RAM NARAIN BERWA:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of new railway lines foundation stones for which were laid in 1973-74 and which are still under construction;

(b) the initial amount allocated for these projects and the amount spent thereon so far;

(c) whether approval was accorded in 1973-74 for conversion of nine metre gauge lines into broad gauge;

(d) if so, the reasons for not starting the construction work on three such lines; and

(e) whether the Government propose to chalk out a time bound programme to speed up the pace of construction of the aforesaid works?

[*English*]

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI MAL-LIKARJUN ):** (a) Foundation stones were laid for 5 lines of which 2 are still under construction.

(b) Initial amount allocated in 1974-75 was Rs. 0.30 crores. The amount spent upto 31.3.91 on these works is Rs. 38.07 crores.

(c) and (d). Only one gauge conversion project Manmad-Parbhani-Parli Vajinath was approved in 1973-74 on which work is in progress.

(e) 114 km of Manmad-Parbhani-Parli Vajinath project from Manmad to Auran-gabad is targetted for completion in 1991-92, depending on availability of resources.

[*Translation*]

**SHRI RAM NARAIN BERWA :** Mr. Speaker, Sir, the hon. Minister has said in his reply that 13 years ago, 5 railway lines were sanctioned out of which 2 are still under construction. I would like to know the percentage of progress of that work and what was the initial cost and what is the present cost.

[*English*]

**SHRI MALLIKARJUN :** Sir, two projects, that is, two lines Shahadara-Saharanpur and Dalmau-Daryapur, have been completed. The foundation-stones were laid on 2.12.73 and 4. 12.1973. The third project is Chitauni-Bagaha.

Its foundation stone was laid on 22.10.1973. But only nine kilometres could be completed up to October, 1978. That is between Bagaha and Valmikinagar. Later it was frozen. However, this project has been re-commenced in 1990. The present cost is Rs. 160 crore in which the Water Resource Ministry and Uttar Pradesh Government and Bihar Government have to contribute Rs. 103 crore.

So far as the fourth one, that is, between Rampur and New Haldwani, is concerned, 66 per cent of the work has been completed. It will be completed by 1992-93.

There was also some difficulty. There was constraint of funds and that is why work was not taken up at a rapid scale. But for the past two years, the work is going on satisfactorily. It will be completed.

There is another project called the Sakri-Hasanpur project. On 22.2.1974 the foundation-stone was laid. But it was frozen due to paucity of funds. However, on the persistent demand from the people we have asked the North-Eastern Railway to update the survey.

[ *Translation* ]

SHRI RAM NARAYAN BERWA : Will the hon. Minister be please to state that whether a policy decision will be taken to the effect that only those railway projects will be sanctioned in future, which will provide immediate benefit to the people in case funds are available Besides this, please also state whether the reasons for delay have been looked into and what steps have been taken to remove that delay?

[ *English* ]

SHRIMALLIKARJUN : Depending upon the funds allocated by the Planning Commission- actually I want to reveal this to the august House- every year Rs.250-260 crores have been allotted for the new lines. Within this funds, we have to fund the on-going projects. For that reason, there is a delay in the completion of the construction of the new railway-lines.

DR. DEBI PRASAD PAL : Will the hon. Minister inform what happened to the Digha-Tamluk railway project which was already sanctioned but no execution has yet been completed? Will the hon. Minister also inform whether there is any project for developing new-line in West Bengal? West Bengal is one of the most congested areas.

SHRI MALLIKARJUN : I would just see if details about this line are available. I will let him know after looking into the file.

MR. SPEAKER : If that information is not available, pass it on to him later.

[ *Translation* ]

SHRI RAJNATH SONKAR SHASTRI : The conversion work on a line from Varanasi to Chhapra in north-eastern railway is going is going on for the last 10-12 years. But it has not yet been completed. I would like to know from the hon. Minister whether it has been included in this reply and by what time it will be completed?

[ *English* ]

SHRI MALLIKARJUN : The conversion project from Varanasi to Bhatni including Salempur-Barhajbazar was taken up in 1977-78. The work relating to Varanasi-Bhatni was completed.

Regarding Salempur-Barhajbazar, work is in progress. It is targeted for Completion by December 1991.

[ *Translation* ]

SHRI RAJNATH SONKAR SHASTRI : I am not asking about Bhatni. I am asking about Chhapra-Balia line from Varanasi to Bihar via Gazipur.

[ *English* ]

SHRI MALLIKARJUN : I have not information about Chapra-Aunrihar, not about Varanasi-Chapra.

[ *Translation* ]

SHRI SANDIPAN BHAGWAN THORAT :

Mr. Speaker, Sir, this question is regarding the conversion of metre gauge line into broad gauge line. For years, we have been carrying out an agitation in this regard. When Shrimati Indira Gandhi had visited Sholapur, she had assured us about the conversion of this line. I would like to know from the hon.

Minister whether a broad gauge line be laid to link Pandhapur, which is in my constituency and Latur, which is in your constituency?

SHRI MALLIKARJUN : At present there is no such programme.

SHRI CHANDRAJEET YADAV : Mr. Speaker, Sir, the hon. Minister has pointed out just now that there is a plan to convert some meter gauge lines into broad-gauge lines and an amount of more than Rs. 259 crores is being spent every year for constructing lines.

SHRI MALLIKARJUN : Yes, Sir!

SHRI CHANDRAJEET YADAV : Well ! I want hon. Minister's attention to the statement made by the former Railway Minister Shri Janeshwar Mishra while presenting the Railway Budget regarding eastern Uttar Pradesh which is the most backward area of the country. I belong to that place, it is industrially backward too. Azamgarh and Balia have played a major role in the freedom struggle but it received backward because of meter gauge lines. Will the hon. Minister, keeping all these things in view, consider sympathetically for converting the Shahbad-Azamgadh Maunath-Balia line into broad-gauge for which the House has already been assured.

SHRI MALLIKARJUN : Sir, there is no probability of converting this line at present because there is a programme of converting the eleven meter gauge lines into broad gauge whose total length is 2121 km. while new lines require an amount of Rs.3000 crore. Railways are finding it difficult to deploy the funds.

SHRI ANNA JOSHI : Mr. Speaker, Sir, the Manmad-Parbhani Project has already been approved in 1973-74 and out of which Manmad-Aurangabad line...

[ English ]

It has been targeted for completion in 1991-92.

[ Translation ]

It means that the work which has been approved in 1973-74 has not been started as yet. The first part of my question is what is the reason for such a long delay and secondly, what will be the total expenditure on it and what amount will be allotted during 1991-92?

SHRI MALLIKARJUN : The total length of the line is 354 km. of which Manmad-Aurangabad line is likely to be completed. The rest work will be completed afterwards and it will require amount of Rs. 87000 crores.

SHRI SURAJ MANDAL : Mr. Speaker, Sir, the survey of Vaidyanath Dham Dumka line of N.E. Railway in Bihar has been conducted in 1973-74 and a committee headed by Shri Baitha visited there and on the basis of the recommendation of the Committee it was assured in the House with reference to a question that Rs. 72 crore would be spent on it but no amount has been allocated for this scheme.

I would like to know from the Government about the criteria adopted in connection with the public welfare and the movement of goods. On the one hand, Dumka has been made a Commissionary after a long period but still there is no railway line. There are a number of mines of iron, coal and other minerals and the work relating to movement of these items is also being done but the railway line will be constructed within a year. I would like to know whether the Government would construct the railway line in these areas which are backward in North East.

[ English ]

SHRI MALLIKARJUN : Actually, this is not included in our programme. (Interruptions)

THE MINISTER OF RAILWAYS ( SHRI C.K. JAFFER SHARIEF ) : I appreciate the anxiety of the hon. member. I am sure the House will appreciate the fact that the development of the Railway Network depends on

its returns. As he rightly pointed out, work on those railway lines where natural resources are available, goes on a fast pace because these resources have to be exploited for the economic development of the country. The other part of the question is that the district head-quarters have to be connected. We are sympathetic to it and we will consider it as and when our resource position improves.

[*Translation*]

**SHRI DATTA MEGHE :** Mr. Speaker, Sir, I would like to know from the hon. Minister as to when the work on the Thane-Belapur-Bombay industrial Belt will be completed. As per my information the Government of Maharashtra has already spent a lot on it and it was to be started last year and a lot of work has already been in progress there...

**SHRI MALLIKARJUN :** Sir, the construction of a bridge on Belapur-Bombay line was a difficult task, now it has been completed. Now SIDCO is constructing a railway station on the line. As soon as the construction work is over, it will be commissioned in 1992.

**SHRI RAM NAGINA MISHRA :** Mr. Speaker, Sir, I would like to state through you that in order to connect U.P. and Bihar Mrs. Indira Gandhi had laid a foundation stone there so that Chhitoni-Bagah may be connected and a bridge on the Gandak may be constructed. But the progress of the work was very slow. Then the third Minister came and George Fernandes became the Railway Minister. He once again inaugurated the work. I would like to know from the Hon. Minister whether the Government has made some provision in the present Budget for connecting Chhitoni and Bagah and if so, the amount to be incurred and the time by which the work will be completed.

**MR. SPEAKER :** The copy of the Budget has already been provided to you. You can see yours if in it.

[*English*]

**SHRI C.K. JAFFER SHARIEF :** Even in the 1991-92 Budget, enough provision has been made to meet the requirements of this bridge. But the unfortunate part is that the Members who belong to that region try to bargain with us and put pressure on us, rather than their State Governments. The Ministry of Water Resources is also taking part in this work and it is also giving support. But the problem is that the Governments of U.P. and Bihar are not giving their share. Therefore they must ask their State Governments to participate and give their equity share. The delay is only on account of U.P. and Bihar Governments.

[*Translation*]

**SHRI RAM VILAS PASWAN :** Mr. Speaker, Sir, wherever railway lines have been laid, some development has taken place and I feel that railway lines have also been laid, wherever some development has taken place. Railways have not become accessible to the backward areas, precisely because of lack of political pressure and that is why regions like Bihar and Eastern Uttar Pradesh continue to remain backward. In the Kosi region, of Bihar, the distance between one district and another is 14 kilometers but a person intending to travel from one district to another has to take a long route of 300 kilometres and it takes him three days as well. All this is happening because that area does not command a political voice. I would like to know from the Government about the future of the Sakri-Hassanpur railway line. In your answer, you said that five lines were to be laid out of which only two have been completed. I would like to know the time by which construction work on the remaining three, would commence. Both Sakri and Hassanpur fall under my Parliamentary Constituency I would like to know the steps the Government proposes to take to complete that railway line and by when, does it intend to start the work?

**SHRI MALLIKARJUN :** Work on the Sakri-Hassanpur railway line has not been

taken up because in 1987, the project was reviewed. The foundation stone of this project was reviewed. The foundation stone of this project was laid on 22.2.1974, but due to lack of funds, it could not be taken up. In 1987, the whole project was reviewed and provision made for it in the Budget was also scrapped, at one time. However in the interests of the people, in accordance with their wishes and on the insistence of Shri Ram Vilas Paswan, we have directed the North Eastern Railway to update its survey report on this project.

**SHRI RAM VILAS PASWAN :** Mr. Speaker, Sir, it is a matter involving my Parliamentary constituency. The foundation stone for this project was laid in 1974, and now the hon. Minister says that in 1987, that is 13 years after that, the provision made for the project was deleted from the Budget. Now, he is saying that he has directed that the survey be updated. I am not asking any illegal favour from you, but as a Member of Parliament, you can at least consider my demand and make an announcement in this regard that work would start soon. What is the need for another survey? You give an assurance to the House that work on the line would be taken up, without delay.

**SHRI C.K. JAFFER SHARIEF :** My friend has been a Minister and I am sure, he knows that starting work, without conducting any survey does not constitute a scientific approach. If you have done anything like that, I won't call it proper... (*Interruptions*)...

**SHRI RAM VILAS PASWAN :** Then, how was the foundation stone laid ... (*Interruptions*).... was it done merely to catch to catch votes? .... (*Interruptions*)...

**SHRI C.K. JAFFER SHARIEF :** Therefore, as my colleague, Shri Mallikarjun said, we are getting the survey updated. By that we mean that the work would be taken up. Only after taking into account the cost envisaged then and the current cost involved. He has correctly stated that orders have been issued to update the survey and that too,

because you demanded it. You should be happy about it... (*Interruptions*)....

[*English*]

**SHRI BALIN KULI :** The hon. Minister has state that wherever there are resources like Coal, Petroleum, tea, etc. in abundance-which are necessary for the development of the country-the railway line goes there. I would like to know from the Railway Minister when will the broad gauge railway line from Guwahati to Dibrugarh completed. Is there any target for the completion of the broad gauge line from Guwahati to Dibrugarh?

**SHRI MALIKARJUN :** Sir, of and on this has come up for consideration but still it has not been considered to be taken up.

[*Translation*]

**SHRIMATI RITA VERMA :** Mr. Speaker, Sir, during the tenure of the then Railway Minister, Shri Kedar Pandey work on the Madhubani Railway line was taken up but now we have come to know that those are being removed and taken to other places. I would like to know from the hon. Minister, whether this is a fact. The second part of my question is that the area that I represent, is a very backward one. When it was decided to link the Madhubani area with the main line and convert the existing metre-gauge line into a broad gauge line, why is it that, now the tracks are being removed?

[*English*]

**SHRI MALLIKARJUN :** Sir, Madhubani line, as I remember, is a frozen one.

[*Translation*]

**SHRI UPENDRA NATH VERMA :** Mr. Speaker, Sir, through you, I would like to bring to the notice of the hon. Minister the fact that although the requisite infrastructure for railway line including bridges have been built in the Adivasi dominated area of Palmau in Bihar, a railway line is yet to be laid.

When this project was reviewed, some people opined that it could be discarded as it is an Adivasi area and that the line could be laid elsewhere. I would like to know from the hon. Minister whether this is true?

SHRI MALLIKARJUN : Sir, at the moment, I do not have information about this.

[English]

SHRI BASUDEB ACHARIA : Sir, there is a narrow gauge line in my district, Puruliya which is a backward district of our country. A survey was conducted in the Puruliya-Kotshila line for converting it from Narrow Gauge to Broad Gauge. The survey was conducted in the year 1984. At that time, its estimate was Rs. 6 crore. It was sent to the Planning Commission. It was rejected by the Planning Commission.

This line will connect Bokaro with Puruliya. May I know whether the Minister will consider the conversion of Puruliya-Kotshila line from narrow gauge to broad gauge?

SHRI MALLIKARJUN : According to the hon. Member, it was but the Planning Commission. Now, we have again sent it to the Planning Commission.

#### Suspension of I.A. Services

\*758 SHRI RAJENDRA KUMAR SHARMA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether some domestic services of the Indian Airlines have been withdrawn/suspended during the last one year;

(b) if so, the reasons therefore; and

(c) when these services are likely to be restored?

THE MINISTER OF STATE IN THE MINISTRY OF AVIATION AND TOURISM (SHRI M.O.H. FAROOQ): (a) to (c). A statement is laid on the Table of the House.

#### STATEMENT

(a) Yes, Sir.

(b) Some domestic services had to be withdrawn/suspended during the last one years because of shortage of aircraft arising from (i) grounding of the A-320 fleet and (ii) the Gulf crisis.

(c) Most of the services have been restored. The gradual restoration of the other services will also be considered with the fuller utilisation of the A-320 aircraft.

[Translation]

SHRI RAJENDRA KUMAR SHARMA : Mr. Speaker, Sir, through you, I would like to know from the hon. Minister whether the decision taken to suspend the domestic services after grounding the A-320 fleet is a personal decision taken by the hon. Minister or a decision to this effect was taken by the Cabinet or this decision was taken on the basis of the views expressed by the experts. Sir, due to this decision, the country had to bear a loss of crores of rupees and the passengers, industries, trade and business had to face a lot of difficulties.

[English]

SHRI M.O.H. FAROOQ : Sir, this decision was taken by the Government, So, we cannot say that this decision was taken by one person or the Cabinet and so on. It is the Government's decision. On the basis of the decisions, the whole thing had been executed.

[Translation]

SHRI RAJENDRA KUMAR SHARMA : Sir, my question has not been replied to and I want to know whether this decision was right or wrong? I request the hon. Minister to make it clear.

[English]

SHRI M.O.H. FAROOQ : Sir, I have to