

provide all ancillary services concerning railways. (*Interruptions*)

SHRI JANESHWAR MISHRA: Sir, the hon. Member is impressing upon the need that the railways should take upon itself the responsibility of carrying the passengers upto their destination after they alight from the train. But this is not possible. I agree that there is need for regulating taxi and auto rickshaw stands at railway station. For this, we shall have to take up the matter with the Delhi Administration.

SHRI TEJ NARAYAN SINGH: Mr. Speaker, Sir, I have come to know that there is a proposal to direct the route of Delhi-Howrah Deluxe so as to bypass Buxar and Patna. I would like to remind the hon. Minister that during his visit to Patna, he had issued a statement that Delhi-Howrah Deluxe train would continue to run via Buxar and Patna. I would like to mention that in the event of this train being diverted to Gaya, there would be great resentment among the people in Buxar and Gaya. Therefore, I would demand that this train should continue to run via Patna. (*Interruptions*) I would also like to know what steps are being taken for the development of Buxar railway station?

SHRI JANESHWAR MISHRA: The question asked by the hon. Member is not linked with the main question.

MR. SPEAKER: Yes, that question does not arise from the main question.

SHRI JANESHWAR MISHRA: The decision regarding Delhi-Howrah Deluxe has not been taken yet is under consideration.

[*English*]

#### **Ekalakhi-Balurghat Railway Line (E.R.)**

\*62. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the construction of the new railway line from Ekalakhi to Balurghat on Eastern Railway;

(b) the total length of the railway line and the number of proposed stations; and

(c) the budgetary allotments made every year?

[*Translation*]

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) to (c). A statement is laid on the Table of the House.

#### **STATEMENT**

(a) 3%.

(b) Total length is 87.11 km and the number of proposed Stations is twelve.

(c) Expenditure on the project year-wise is as under:—

	( <i>Rs. in lakhs</i> )
1983-84	101.00
1984-85	185.50
1985-86	45.93
1986-87	11.05
1987-88 ( <i>Credit</i> )	(-) 43.10
1988-89	0.01
1989-90	0.01
1990-91	0.01

[*English*]

DR. GOLAM YAZDANI: Mr. Speaker, Sir, I have put this question because, as you know, West Dinajpur district was devoid of railways after partition. So, it was thought that West Dinajpur should have a railway line and this Eklakha to Balurghat line was proposed eight years back. But what is the progress after eight years? Not even two kilometres have been constructed. According to the answer given by the hon. Minister,

only three per cent of the work has been done. That means less than two kilometres of line has been constructed even after eight years. For the last three years, only Rs. 1,000 have been spent every year on a project of 87 kilometres of line. I want to ask the hon. Minister how long are they going to take to construct this 87 kilometres of the line and what is the total expenditure. Are they going to increase the budgetary among this year or not?

[*Translation*]

**SHRI JANESHWAR MISHRA:** Mr. Speaker, Sir, when work on this project was taken up a considerable amount was allocated but now we are facing budgetary constraints. Although the work on this project is going on but the new allocation would be made when we will be able to do so.

[*English*]

**DR. GOLAM YAZDANI:** Sir, my second supplementary is whether the work is going on at present or not and if it is going on, how many labourers are they engaging for the work. Secondly, there was a proposal for extending this railway line from Gajol to Gunjuria, via Raiganj. What about that proposal?

[*Translation*]

**SHRI JANESHWAR MISHRA:** No work is going on that line at present.

[*English*]

**SHRI AJIT PANJA:** Sir, the picture presented by the hon. Minister, so far as this railway line is concerned, is very dismal. Eight years have already been taken for constructing 87.11 kilometres of railway line and the progress made so far is only 3% as per part (a) of the reply. Does it speak well of the Railway administration? This is a railway line which connects Balurghat, which has got a Sub-Division and quite a lot of people are there. This is absolutely at the border of Bangladesh and except one very narrow

road, there is no other means of communication. Therefore, I want to know what was the total budget allocation or total cost thought of when the Railway administration started constructing this railway line, and of that, how much amount has been spent and how much amount will be spent this year, that is, in 1990-91, so that some work can go on. Lot of land has been taken from poor peasants for the purpose of this line. We were asked to help and we helped the Railway administration so that they give their land. But those poor peasants have not got their compensation yet. The second part of the question is when is the Railway going to give compensation to the poor peasants and the people whose land has been taken.

[*Translation*]

**SHRI JANESHWAR MISHRA:** Mr. Speaker, Sir, the estimated cost on the project was worked out to be Rs. 36.38 crores in 1983-84. So far as the expenditure incurred is concerned, about Rs. 3.04 crore have so far been spent on the project. As I said at the outset, we are short of resources.

[*English*]

**SHRI AJIT PANJA:** Is constraint of resources only for this line?

**MR. SPEAKER:** Ajit Babu, you have got the reply.

[*Translation*]

**SHRI JANESHWAR MISHRA:** Due to constraint of resources, only nominal allocation could be made.

**SHRI BASUDEB ACHARIA:** Mr. Speaker, Sir, my question has not been replied to satisfactorily. My main question was related to Ekalakhi-Balurghat Railway line. Besides, there are three-four other railway lines which are important namely Tamluk-Dhigra railway line, Bajbaj-Namkhana railway line, Howah-Amta railway line. Balurghat is the district head-quarter of Dinajpur district. Since this place

is not connected by rail, Ekalakhi-Balurghat railway line has assumed added importance and it was in this background that this project was sanctioned and work started on it. In 1983-84, an amount of about Rs. 1.01 crore was spent on it, but no progress has been made since then. The project cost that was originally estimated at the time of survey has become outdated due to cost escalation. Therefore, I would like to know from the hon. Minister whether Government intends to complete this project and if so, whether new survey has been undertaken to revise the cost estimation? In case, the Government intends to complete it, I would like to know whether a schedule has been drawn up for its completion, and if so, the time by which it would be completed. I would like to have complete information from the hon. Minister on all these aspects because our experience in the case of Metro Railway has been that the cost estimate undergoes steep upward revision. Hence I would like to know the revised cost likely to be incurred on the project.

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, cost estimate of this project has been reviewed and as I said in the beginning, the project would be completed subject to the availability of resources.

MR. SPEAKER: Since the hon. Minister has said that there is constraint of resources and as and when resources are available, the project would be completed. I find that no new information is forthcoming and hence I am taking up the next question. Next question—Shri Shankersinh Vaghela.

*(Interruptions)*

[*English*]

SHRI K.S. RAO: Sir, if you are to go to the next question on the reason that the Minister has constraint of resources we do not have any opportunity to put a question, because every Minister says constraint of resources, constraint of resources'.

MR. SPEAKER: No, no Mr. Rao, no

new information is coming.

*(Interruptions)*

MR. SPEAKER: Mr. Rao, please take your seat. No new information is coming. Hence I am passing on to the next question. Please take your seat.

Now, next question—Shri Vaghelaji.

### Demand and Supply of Petroleum Products

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\*63. SHRI SHANKERSINH  
VAGHELA:  
SHRI HARISH PAL:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the month-wise demand and supply of diesel and other petroleum products, during 1990;

(b) whether there has been a shortage of petroleum products; especially, of petrol and diesel since the Gulf-crisis began;

(c) the steps taken to meet the shortage and the results achieved so far;

(d) what further measures are being envisaged and adopted in this regard; and

(e) whether the diesel shortage had some adverse impact on the agricultural activities and on supply and prices of essential commodities; if so, to what extent?

[*Translation*]

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALVIYA): (a) The month-wise supply and demand position of petrol and diesel in the country during January-November, 1990 is indicated in the attached statement.