

(iv) As developmental lines to establish new growth centres or give access to remote areas.

(b) and (c) Government of Maharashtra and recommended Ahmednagar-Bir-Parli Vajinath new BG line project. However, as the survey carried out in 1990 has revealed inadequate traffic prospects and due to severe resource crunch faced by the Railways, the same could not be considered for taking up.

(d) No, Sir.

(e) Does not arise.

(f) While approving Konkan Railway Corporation the Ministry of Finance has laid down that no such Corporation would be formed during the 8th Plan.

Railway projects in Maharashtra

862. SHRI VISHWASRAO RAMRAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) which are the Railway projects in Maharashtra which were recommended by Government of Maharashtra;

(b) on what grounds the projects were rejected;

(c) whether it is a fact that Government of Maharashtra has shown its willingness to participate in the project cost of some Railway lines; and

(d) by when Government would take a final decision?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Following railway projects have been recommended by the Government of Maharashtra:

(i) Conversion of Manmad-Aurangabad MG section into BG and subsequently extending it upto Parli Vajinath and Adilabad.

(ii) Conversion of Latur-Barsi-Pandharpur-Miraj NG section and extending it upto Latur Road and laying a new railway line joining Osmanabad with this line.

(iii) Construction of a new broad gauge line from Ahmednagar to Parli Vajinath via Beed.

(iv) New BG line from Khamgaon to Jalna.

(v) Conversion of Chandrapur-Gondia-Jabalpur NG to BG.

(vi) Conversion of Daund-Baramati NG line to BG.

(b) Project mentioned at (i) above has already been taken up and its 1st Phase viz., Manmad-Aurangabad (114 km) is expected to be completed during 1991-92. The projects at item (ii) to (iv) have been found to be financially unremunerative. The updating of survey for Jabalpur-Gondia-Chanda Fort conversion project has been taken up. No survey has so far been done for project mentioned at item (vi). However, owing to acute resource crunch, it is not possible to consider this project for the present.

(c) Yes, Sir.

(d) While approving the Konkan Railway Project, Ministry of Finance had laid down that no more Corporation would be formed during VIIIth Plan.

Stock position of Wheat and Rice in FCI Godowns

863. SHRI MENTAY PADMANABHAM: Will the Minister of FOOD be pleased to state:

(a) what is the existing stock of wheat and rice in Food Corporation of India godowns, as on date; and

(b) whether there is any proposal to export wheat and rice?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (INDEPENDENT CHARGE) (SHRI TARUN GOGOI): (a) The estimated stocks of wheat and rice in the Central Pool as on 1.1.1991 were as under:—

Wheat	..	107.89 lakh	tonnes*
Rice	..	89.92 lakh	tonnes

[Including stocks held by State Governments of Punjab and Haryana on Central account.]

(b) A quota of 10 lakh tonnes of wheat and 5 lakh tonnes of non-Basmati rice has been released for exports. Export of Basmati rice is on Open General Licence.

Shortage of Wagons

864. SHRI MENTAY PADMANABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is an acute shortage of wagons for transport of foodgrains in Andhra Pradesh;

(b) whether this shortage is due to transfer of such wagons for transport of cement to Northern destinations from Andhra Pradesh; and

(c) what are the number of wagons used for transport of cement and foodgrains respectively in Andhra Pradesh from March 1st, 1991 onwards?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The average number of wagons loaded with foodgrains and cement per day in the state of Andhra Pradesh, monthwise from March, 1991 onwards, is as under:—

Month	Broad Gauge		Metre Gauge	
	Food-grain	Cement	Food-grain	Cement
March '91	221	701	57	76
April '91	225	604	46	61
May '91	225	573	38	69
June '91	302	522	39	73
July '91 (upto 20th)	236	570	61	73

On Indian Railways foodgrains and cement are being loaded as per the targets fixed in consultation with the Planning Commission. Supply of wagons for loading foodgrains and cement is arranged as per the proportionate targets. Due to heavy demand for loading of foodgrains, cement, fertilizer, sugar and other commodities in covered wagons, there is a time lag between placement of indents and supply of wagons.

Conversion of Metre Gauge Line into Broad Gauge Line in Karnataka

865. SHRI J. P. JAVALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Karnataka have made representations for conversion of existing metre gauge lines into broad

gauge and for construction of new lines;

(b) if so, what are the details thereof; and

(c) since how long the demands have been pending?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) to (c) Lines requested for by Karnataka Government in 1988 are as under:—

1. Gauge Conversion

(i) Bangalore-Mysore

(ii) Bangalore-Miraj

2. New Lines

(i) Hubli-Karwar