

دیا جائے۔

میں) نیز در ساکنہ (کراچی) کہ
مسلموں کو بھی ۱۵ پر سنٹیٹ پر روٹین
دیکر و اس بات کہ ہم ہمارے ملک کے مسلمان
سب سے زیادہ پس ماندہ ہیں۔ اس
کہ ہمیں اندازہ ہو کہ وہ در کر کے کدے
ہم سے کہ ان سو ہیں۔ میرا امید
میں) بلکہ یقین رکھتا ہوں کہ کچھ
میں) اس بات کو سمجھیں کہ سوجا
جائے گا اور مسلمانوں کو ۱۵ پر سنٹیٹ
رہنرو لکھیں دیا جائے گا۔ [تکرار]

DR. ABRAR AHMED KHAN (Rajasthan): Madam, I associate.

SHRI SHABBIR AHMAD SALARIA (Jammu and Kashmir): Madam, I want to submit that I associate myself with the...

THE DEPUTY CHAIRMAN: Your association will also be included in your special mention...

भाषण करेंगे न... it will be included in your special mention. Just say that you support.

Conversion of Marathwada Meter Gauge Railway Line into Broad Gauge

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Madam Deputy Chairman, thank you very much for giving me the opportunity to raise this very important issue of the Marathwada region, that is, creation of a corporation for the Marathwada railway line conversion from the meter gauge to broad gauge on the lines of the Konkan railway within the jurisdiction of the Railways Board for mobilisation of additional funds.

Madam, the hon. Minister of Railways, Mr. George Fernandes, has

پورے آج سفید رنگ کے ساتھ سب

مسائل پر غور کیا جا رہا ہے۔ سب

لوگوں نے اس بات پر اپنی جہتا کا

اظہار کیا ہے کہ مسلمان سب سے

زیادہ پس ماندہ۔ سب سے زیادہ غریب

اور سب سے زیادہ پریشان ہیں۔

السی صورت میں مسلمانوں کے مسائل

پر ریزرویشن، دنیا نا انصافی ہوگی۔

میں چاہوں گا کہ آئندہ ۱۵ پر سنٹیٹ

رہنرو لکھیں دیا جائے۔

میدم میں یہ کہنا چاہوں گا کہ

مسلمانوں کا ریزرویشن ویش کی ایکٹ

اور آئندہ ناکے حق میں ہو گا۔ ۱۹۴۷

میں ہندوستانی مسلمانوں نے پاکستان

نہ جا کر اس ملک میں اپنے ہندو

کھائیں گے ساتھ رہنے کا فیصلہ کیا

میں سب کو بڑا بھائی بنا لیتے ہیں

وطن کے ساتھ قدم سے قدم ملا کر

ملک کی ترقی میں ہم اپنا ایک

دان دیں اور ہمارے ہر ادارے وطن

کے ساتھ ہماری ترقی کی راہیں

کھولیں۔ آج وقت آ گیا ہے کہ

اس مسئلے پر ایم ای آر کے ساتھ سولہ

مسلمانوں کو بھی ۱۵ پر سنٹیٹ ریزرویشن

[Shri Vitthalrao Madhaurao Jadhav] recently declared that there would be a corporation to complete the Konkan railway within a period of four years. He has created a corporation for which Rs. 830 crores have been mobilised. Its work will be completed within four years. For that I would like to congratulate the hon. Railway Minister. It does not mean that because Mr. George Fernandes comes from Manbolre and Prof. Madhu Dandavate, the Finance Minister, comes from Konkan, they have formulated the corporation to complete the Konkan Railway Project. The Marathwada region also belongs to Maharashtra and it is equally backward like the Konkan region. So I would request the hon. Railway Minister to create some corporation on the lines of the Konkan Railway Project.

Madam, conversion of this railway line consists of two parts:

One, the Manmad-Aurangabad-Parani-Parali Vaijanath line which is 354 km.

The other is Parani-Mukhand-Adilabad which is 248 km.

So, the total railway line is 602 km.

The initial project cost was Rs. 98 crores. Due to meagre financial allocation the progress of construction work was very slow and the project cost was increased to Rs. 197 crores of 1988-89 price line. The cumulative expenditure incurred upto March, 1989 was Rs. 15.25 crores and during 1989-90 budget the allocation was of Rs. 15 crores.

As the question of conversion of this line is related to the economic development of Marathwada region and due to constraint of resources, the State Government was prepared to participate in the completion of this project. From that point of view CIDCO and RITES together conducted the survey and submitted a draft report in August, 1989. It was suggested to float debentures to raise funds and levy surcharge, etc. If the Railway Board were to complete this project with financial allocation at the rate of Rs. 15 crores per year from 1990 onwards, then, the project would be completed in 20-21 years and the total project cost to the Railways would be Rs. 350 crores at 8 per cent escalation per year. In case of 6 per cent escalation the project would be completed in 2034-35 with a total project cost of about Rs. 695 crores.

The second scenario was worked out according to which the Railways would continue to allocate the funds at Rs. 15 crores per year for three years and the balance project cost and the entire debt redemption liability is assumed by the State Government. The cost of project increases to about Rs. 561 crores on account of higher bond amount and interest capitalisation of this cost is only Rs. 45 crores which would be shared by the Railways and the entire balance amount will be borne by the State Government. The ratio of sharing between the Centre and the State would be 8.92 which is highly lopsided. On the principle of sharing the total cost, two different scenarios have been

worked out, (1) The share between the Centre and the State is 60:40. (2) The share between the Centre and the State is 50:50. From the detailed exercise in this behalf it was found that sharing of the cost by the Railways on 60:40 basis is the most viable alternative where the total cost of the balance project will be Rs. 387 crores. The share of the Railways would be Rs. 232 crores and surcharge is kept at the lowest around Rs. 8.50 per tonne.

THE DEPUTY CHAIRMAN: Please conclude now. I have got many names.

SHRI VITHALRAO MADHAVRAO JADHAV: After taking into account the above position the proposal was sent to the Government of India on the 13th September, 1989 at the level of the Chief Minister to participate in the project. Today I had a talk with the Chief Minister of Maharashtra, Mr. Sharad Pawar. He said that the proposal to form a Corporation for the Marathwada railway project has been recommended and submitted by the Government of Maharashtra to the Ministry of Railways and by this time the proposal must have reached the Railways Minister. He also appealed and I also appeal to the hon. Railway Minister, through you, not to show partiality but impartiality. This is the demand of the Marathwada region for the last 40 years. If on the line of Konkan this corporation is formed and the project is completed within four years, then, the expenditure will be

less and the long-standing demand of this backward region of Marathwada will be fulfilled. I appeal, through you, to the hon. Railway Minister, to form the corporation for the Marathwadh railway project without further delay and complete this project within four years. The Government of Maharashtra is fully prepared to co-operate with you in this matter and whatever share comes, the Maharashtra State will bear it as has been assured by the Chief Minister of Maharashtra.

श्रीमती सूर्यकांता पाटील (महाराष्ट्र) :
मै भी इसमें अपने को एसोसिएट करती हूँ ।

Ecological problem in coal-mines areas

SHRI SUNIL BASU RAY (West Bengal): Madam Deputy Chairman, I wish to bring to the notice of our hon. Energy Minister the burning problem of Jharia. As you know, Madam, in Jharia an area of 17.32 sq kilometres with 1864 million tonnes of prime coking Coal is burning out. ..

It is burning for long. There were 70 fires since 1916 in Jharia coal-field area and it is still going on at a depth of 30 metres. The value of this coal is about Rs. 55,000 crores. Unless it is salvaged, unless crash programme is taken up to salvage this coal, our nation will lose a valuable quality of coal. Jharia is burning but even if we extinguish the fire, the heat will continue up to 86 years. That is the estimate of the scientists. So that