

**Conversion of Gandhi-Dham Bhuj
Railway Track into Broad-Gauge**

*346. SHRI DINESHBHAI
TRIVEDI : Will the Minister of
RAILWAYS be pleased to state :

(a) whether Government propose to convert the Gandhidham-Bhuj metre gauge track in Kutch into broad gauge ; and

(b) if so, by when ; and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI AJAY
SINGH) : (a) and (b) There is no proposal at present for conversion of Gandhidham-Bhuj MG section to BG, due to acute constraint of resources, heavy commitments *on hand* and poor traffic prospects on the section.

SHRI DINESHBHAI TRIVEDI : Kutch comes in the classification of backward areas. The hon. Minister was kind enough to say that there is a resource crunch and poor prospects of traffic. India is a developing country and I am yet to come across any area where there is no resource crunch and tightly so. This is a question of priorities of the Government's area where they would like to work.

In Kutch there are two classes of people. One, because it is a border area, there are a lot of soldiers who are based there. Number two, there are people who would like to have their goods coming from Kutch into various other markets, which are outside Kutch. Now, in the absence of a broad-gauge line they go through a lot of hardship in changing at Gandhidham. Wherever they go to, they have to change at Gandhidham. It involves a lot of

inconvenience and waste of time. My question is whether the Government has really made any specific study as far as the traffic is concerned, because it is a chicken and egg story.

SHRI AJAY SINGH : Mr. Chairman, Sir, as far as the transshipment is concerned, there are many places all over the country. Because of broad gauge and metre gauge these transshipments take place. As far as this particular section is concerned, this particular line was extended up to a place called Nalia at the request of the Defence Department in 1988 at a cost of Rs. 35.9 crores ; and to convert this particular section to-broad gauge would cost a lot of money which is not yet available at this stage and would not be possible because it would be an in-between section converted into broad gauge without the necessary extension up to Nalia which is required for the Defence Department.

SHRI DINESHBHAI TRIVEDI:
Sir, there has been talk for a number of years; if I mistake not for more than two decades, they are talking about development of Kutch. And the reason I am making this point is because the broad gauge is also part of development of Kutch. In 1977-77 there was a notification regarding setting up of a Kutch Development Board which was notified and immediately withdrawn. Again in 1989 the Planning Commission had set up a Committee with the programme Planning Commission as a convener to review the development of Kutch. Now, the reason I am raising this is unless and until we give priority to that area, the traffic will never increase and the hon. Minister will always say "it is not justified investment."

May I through you, Mr. Chariman, request the hon. Minister to say if there has been a proper study and if so, that study should be made available to us.

MR. CHAIRMAN : This is the question—because of the backwardness of that area.

SHRI AJAY SINGH : There must have been a study, I need notice for this... (Inerruptions)... Is he talking about Gandhidham-Bhuj section ?

श्री अनन्तराय देवशंकर दवे : . . .
(अवधान) कर्नाट में रूखें।

श्री राजय सिंह : वह मुझे खूब पता है। मेरे सामने ही रखा हुआ है।

I thought he was talking of the whole of Kutch. As far as Gandhidhani-Bhuj section is concerned, a study was made. The first study was made in 1969-70. The Railways again made a study which was conducted in July, 1980 and on both the occasions the length of the project, the cost involved made the project unremunerative. It was picked up again at the request of the Cabinet Committee on Political Affairs in 25-11-1981. There were defence considerations and the line was extended from Bhuj to Nalia.

श्री० आई० जी० खन्वी : सभापति महोदय, आपके माध्यम से मैं रेलवे मिनिस्टर श्री राजेंद्र फर्नांडीज का ध्यान आकषिप्त करना चाहता हूँ कि हमारे यहां कर्णाटक से आंदरणीय पोनाचा जी आए और रेलवे मिनिस्टर बनें, हनुमन्तना जी आए और रेलवे मिनिस्टर बन गये, टो.ए.वाई जी भी थे, रेलवे मिनिस्टर बन गये, फिर जाफर शरीफ के बाद आप भी गये। मिनिस्टरों का परिवर्तन हुआ है लेकिन कर्णाटक में मीटर गेज से ब्रॉड गेज में परिवर्तन नहीं हुआ है, जैसे मिरज

से बंगलौर लाइन का परिवर्तन नहीं हुआ है तो आपके जमाने में क्या कर्णाटक में परिवर्तन होगा यह मैं पूछना चाहता हूँ।

श्री सभापति : सवाल भुज के बारे में है, इस पर नहीं है। श्री देवशंकर दवे। आप जल्दी पूछिए समय खत्म होने वाला है।

SHRI ANANTRAY DEV-SHANKER DAVE : May I know from the Minister what are the norms fixed to convert metre gauge line into broad gauge line ?

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

**रेलगाड़ियों द्वारा माल की दुलाई से
अर्जित होने वाले राजस्व में कमी
आना**

*** 342. डा० जिनैन्द्र कुमार जैन :**
क्या रेल मंत्री यह बताने की कृपा करेंगे
कि :

(क) क्या यह सच है कि वर्ष 1989-90 के दौरान रेलगाड़ियों से माल की दुलाई से अर्जित होने वाले राजस्व में कमी आई;

(ख) यदि हां, तो वर्ष 1988-89 के दौरान अर्जित किये गये राजस्व के मुकाबले राजस्व में कितनी कमी हुई;

(ग) क्या सरकार ने राजस्व में उक्त कमी के जिम्मेवार कारणों का पता लगाया है; और

(घ) यदि हां, तो उनका ब्यौरा क्या है ?