

Convesion 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 crnch and tightly so. This is a question of priporities of the Government's area where they would like to work.

In Kutch there are two classes of people. One, beacause it is a border area, there are a lot of soldiers who are bassed there. Number two, there are poeple 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 throuhg a lot of hardship in changing at Gandhidham. Wherever they go to, they have to change at Gandhidham. It involves a lot of

inconventience and waste of time. My question is whether the Govern-ment 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 trans-shipment is concerned, there are many places all over the country. Because of broad gauge and metre gauge these transhipments 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 inot broad gauge without the necessary extension up tp 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, that 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 Commis-sion had set up a Committee with the programme Planning Commission 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... (Interruptions)... Is he talking about Gandhidham-Bhuj section ?

श्री अजयराय देवशंकर दवे :
(व्यवधान) काटती देखिए।

श्री अजय सिंह वह मुझे खूब पता है। मेरे सामने दी रखी हुई है।

I thought he was talking of the whole of Kutch. As far as Gandhidham-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 to line was extended from Bhuj to Nalia.

प्रो० आई० जो० सनदी : सभापति महोदय, आपके माध्यम से मैं रेलवे मिनिसटर श्री जार्ज फर्नांडीज का ध्यान आकर्षित करना चाहता हूँ कि हमारे यहाँ कर्णाटक से आदरणीय पोताचा जी आए और रेलवे मिनिसटर बनें, हनुमन्तैरा जी आए और रेलवे मिनिसटर बन गये, टी.ए.पाई जी भा. खे. रेलवे मिनिसटर बन गये, फिर जाफर शरीफ के बाद आप आ गये। मिनिसटरो का परिवर्तन हुआ है लेकिन कर्णाटक में मोटर गेज से ब्राड गेज में परिवर्तन नहीं हुआ है, जसे मिरज

से बंगलौर लाइन का परिवर्तन नहीं हुआ है तो आपके जमान में क्या कर्णाटक में परिवर्तन होगा वह 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 DEVSHANKER 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.

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WRITTEN ANSWERS TO QUESTIONS

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

* 342. डा० जितेन्द्र 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 ढुलाई 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 ब्योरा क्या है ?