

(c) Length of the proposed line is 53.2 Kms., and it involves construction of 12 tunnels and 167 bridges.

(d) The work has been taken up over the first block section (11.05 Km) from Jammu end, involving construction of 3 tunnels and 12 major and 30 minor bridges. The works are in various stages of progress.

(e) completion of work will depend upon the availability of funds, during the subsequent years.

(f) work is progressing commensurate with the availability of funds, within the overall constraints of resources for "New Lines".

Alternate Rail Connection to Calicut

*407. SHRI C. HARIDAS: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have received any proposal to extend the Shoranur-Nilambur line to Calicut through Mavoor;

(b) if so, what action has been taken in this regard; and

(c) whether Government have any alternate proposal to connect Calicut by rail?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) A suggestion was received about 2 years back for considering extension of Shoranur-Nilambur line to Calicut and Mavoor.

(b) The representationist was advised that in view of the heavy cost involved due to severe steep hilly area which would be traversed by this line and severe constraint of resources, any consideration of this suggestion would need to wait till funding position improves.

(c) Calicut is already on the B.G. rail line from Shoranur to Mangalore and there is no further proposal for any other line from Calicut as of present.

Railway electrification programme

*408. SHRI PARVATHANENI UPE-NDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the National Transport Policy Committee and the Cabinet Committee on Energy Conservation had recommended that the pace of Railway Electrification should be accelerated to 1000 route kilometres per annum;

(b) whether the said recommendation is being implemented; and

(c) what is the budget allocation for electrification in 1984-85.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b) The National Transport policy Committee had recommended electrification of 350 Route Kilometres per year in the next 10 years in a phased manner. The Cabinet Committee on Energy Conservation had recommended electrification at a rate of 1000 Route Kilometres per annum. The Ministry of Railways is proceeding with the electrification to the extent possible within the constraint of availability of funds earmarked for this.

(c) Rs. 160.04 crores.

Provision of Facilities by the Railways at Malda

*409. SHRI SURESH KALMADI: SHRI KISHOR MEHTA;

Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount of investments made by the Railways to create infrastructural and other facilities at Malda.

(b) what are the details of railway projects in Maharashtra pending for more than three years and progress made in respect of each of them; and

(c) whether it is a fact that the railways are facing paucity of funds for investment in critical areas against heavy expenditure incurred on creating infrastructural facilities, etc., at Malda; if so, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Sir, the approximate expenditure on the works at Malda from 1980-81 upto March, 1984 is of the order of Rs. 5.50 crores.

(b) A statement showing the details of various projects in progress for more than 3 years in Maharashtra State costing more than Rs. 1.00 crore each is attached (See below)

(c) Sir, the funds provided to the Railways from year to year are distributed

for requirements in different areas of Railway working in such a way that the investment as a whole contributes to the achievement of optimum efficiency in Railway's various spheres of activity with an endeavour to provide maximum benefits to the largest number of Railway Users in all parts of the country giving special attention to those areas which have remained neglected over the years. The needs of the North Eastern Region have been neglected for long and creation of additional Railway facilities in this area forms a part of the overall development of this region. Funds provided for works in this area have not affected investment in critical areas as minimum requirement of funds for different areas of Railway activity are assessed at the time of distribution of funds.

Statement

S. No.	Name of the work	Anticipated cost (figure in thousands of Rs.)	Percentage of progress
(1)	(2)	(3)	(4)
1	Kalwa Car Shed—Provision of repair facilities for EMU stock, Phase-IB	4,55,89	98%
2	Kalwa Car Shed—Provision of repair facilities for EMU stock, Phase IC	1,77,15	55%
3	Matunga—Modernisation of Workshops	18,26,00	70%
4	Thakurli—Kalyan Power House Rehabilitation of Power Plant	6,40,64	90%
5	Nasik Road—Setting up of Traction Motor rewinding heavy repair workshop for electric rolling stock	6,63,00	95%
6	Parel Shops—Setting up of facilities for POH of WDS ₄₄ locomotives	1,92,74	90%
7	Kalyan—Provision of a diesel locoshed for 40 shunters	2,17,24	50%
8	Pune Diesel Loco Shed—Expansion of facilities to home 60 locos	5,03,35	95%
9	Bhusawal—Expansion of POH shops for AC locos from 200 to 400 locos	3,37,65	90%
10	Pune—Expansion of diesel shed from 60 to 100 locos	2,39,64	50%

	2	3	4
Ajni Provision of diesel locos to house 60 WDM/2 locos		3,87,24	40%
Parel & Mahalaxmi— Modernisation of Workshops		6,78,78	85%
Thakurli— replacement of existing 6 Nos. loco capacity power plants in Kalyan Power House		59,96,00	30%
Conversion of Manmad— Aurangabad— Parbhani— Parlivaijnath MG line into BG.		80,23,00	Phase I— Manmad— Aurangabad Section has been taken up and its progress is 22%.
New BG line from Apta to Roha		21,54,00	Apta to Pen opened to traffic. Work from Pen to Nagothana is in progress.
New BG line from Wani to Chanaka		14,50,00	Wani to Pimpalkotti section only has been taken up and opened to goods traffic in June, 1984.
Construction of a new BG rail link from Manikgarh to Chandur		9,26,00	75%
8 Restoration of Miraj-Sangli rail link		1,36,00	nil.
9 Bringing old Madhav Nagar Station on the main line between Nandre and New Sangli		1,20,00	nil.
10 Electrification of Bhusawal-Nagpur Section		93,07,00	nil.

Import of edible oils

@*409-A. SHRI CHIMANBHAI IEHTA: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) how many contracts were signed during the last year for importing edible oils and at what prices and on what dates?

(b) what were the ruling prices of edible oils in United States, Malaysia and other major oil exporting countries when these contracts were signed;

(c) whether global tenders are invited before placing orders for the import of edible oils;

(d) what was the extent of oil leakage that occurred in terms of value and tonnage during the last year; and

(e) whether his Ministry has received any suggestion for importing oil seeds instead of oil and if so, what are the advantages or disadvantages in importing oilseeds?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD):

(a) 176 contracts were signed by STC during last financial year for importing edible oils. The price differ from oil to oil, contract to contract and shipment month to shipment month. The weighted average price prevailing during 1983-84

@Previously Starred Question transferred from the 21st August, 1984.