

## RAJYA SABHA

Wednesday, the 23rd March, 1983/2  
Chaitra, 1905 (Saka)

The House met at eleven of the clock,  
Mr. Chairman in the Chair.

### ORAL ANSWERS TO QUESTIONS

#### Stoppage of the construction of New Rail Lines

•341. SHRI VITHALBHAI MOTI-  
RAM PATEL: Will the Minister of  
RAILWAYS be pleased to state:

(a) whether it is a fact that some new  
railway lines on which work had  
commenced a few years back, have  
recently been stopped; and

(b) if so, what are the names of such  
railway lines and what are the reasons  
therefor?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI C.  
K. JAFFAR SHARIEF): (a) and

(b) A statement is laid on the Table of the  
Sabha.

#### Statement

(a) and (b) In view of severe constraints  
of funds, which are not adequate to  
progress all the on-going projects at a  
satisfactory level, it has become necessary  
to identify a few on-going projects to be  
accorded priority with a view to complete  
these as early as possible that the Nation  
can derive the maximum benefit from the  
investments made instead of thinly  
spreading the meagre resources over a  
larger number of projects. A few projects,  
therefore, have to be slowed down due to  
inadequate allotment of funds. Only  
meagre allocations have been made  
against these projects just to keep these on  
the books, while cooperatively larger  
amounts have been provided against the  
projects which are to be expedited during  
the Budget year. The projects, which were  
included in the Works Programme of few  
years back and have been slowed down,  
due to reasons indicated against each are  
given below:—

Name of new lines	Reasons for slowing down
Howrah-Sheakhala . . . .	Acute shortage of funds.
Sakri-Hassanpur . . . .	Do.
Rampur-New Haldwani . . . .	Do.
Kapadwanj-Modasa . . . .	Do.
Qhhitauhi-Bagaha Restoration . . . .	Due to changing nature of the course of the (gandak) river flow at the site of the bridge the work had to be slowed down for carrying out model studies for siting the bridge. These have since been completed. The cost of the project has increased from Rs. 20 crores to Rs. 62 crores, out of which Rs. 38 crores has to be shared by the Ministry of Irrigation and the State Government of Uttar Pradesh and Bihar who have been requested to convey their acceptance to bear the cost. The same is awaited.
Gauhati-Burnihat . . . .	The Government of Meghalaya was not keen to have the line constructed up to Burnihat. The matter is, therefore, under reference with the Government of Meghalaya, who have yet to communicate their final views.

SHRI VITHALBHAI MOTIRAM PATEL: Mr. Chairman, Sir, I want to inform that the Kapadwanj-Modasa railway line was started in 1978. The total expenditure on the project would be Rs. 4.5 crores. According to the Minister and according to the Budget, Rs. 1.5 crores have already been spent. Some earth work has been completed. Some bridge has been completed. Last year a sum of Rs. 50 lakhs was provided for in the Budget, but nothing was spent. Now I came to know that all the machineries from that railway line are being shifted. Even in the Nadia-Kapad-wanj conversion, most of the work has been completed. The railway tracks were removed from there. This is a very small project involving Rs. 4.5 crores. You have already spent Rs. 1.5 crores, and if you stop the work at this moment the earth work will be washed away in the monsoon season. Will you please let me know whether you are going to restart work on it or not?

SHRI C. K. JAFFAR SHARIEF: Sir, I do share the anxiety of the hon. Member. But, Sir, we have really spelt out our policy which has been stated in the Budget. The priority has been given to the project-oriented lines, to the strategic lines and to the Hne3 in the North-Eastern region. Sir, the resources are a very big constraint, about which we are worried, and that is exactly the reason for not giving more allocation to this project. We are pursuing it with the Planning Commission and the Finance Ministry. When we get more, then only, we can think of doing something about it.

श्री मनुभाई पटेल : डेढ़ करोड़ मिट्टी में गया । बहुत छोटी रकम है ।

SHRI VITHALBHAI MOTIRAM PATEL: Mr. Chairman, Sir, this is a small amount. In a big Budget, can you not provide one or two crores of rupees? This area covers three Lok Sabha constituencies. It is a backward area, and even then it is remunera-

tive. After intensive surveys this railway line has been sanctioned and the work has been started. Can you not spend one or two crores and start the work? Otherwise, an agitation is, going on, and you will have to face the music, and our new friend, new Member from Modasa, Mr. Mirza, will have to face music. So, let me know whether you want agitation or you would sanction money.

SHRI C. K. JAFFAR SHARIEF: Sir, I have already said that I do share the anxiety of the hon. Member. I have to be very frank. I am myself facing the music because for some of the lines in my area we have not been able to find money. This is the problem everyone of us is facing. We have heard it in the Budget discussion, and in every Parliament session we do come across the same questions and the same replies we are giving. As I said, our humble effort is to persuade the Planning Commission and the Finance Ministry. Once we get something more, I can certainly try to do my best.

श्री हरीशंकर भाभड़ा : सभापति महोदय, मंत्री महोदय ने यह बताया है कि स्ट्रैटेजिक प्वाइंट्स को प्राथमिकता दे रहे हैं, तो मैं आपसे जानना चाहता हूँ कि बाड़मेर का इलाका हमारी डिफेंस के हिसाब से बहुत ही महत्वपूर्ण है, उसमें कांडला से लेकर बीकानेर तक रेलवे लाइन जो पूरे बाड़मेर इलाके को कवर करती है, उसको बनाने में आप क्या सोच रहे हैं ?

SHRI C. K. JAFFAR SHARIEF: Sir, right now the strategic lines that we have with us are the Jammu Tawi-Udhampur line, the Bhatinda bypass and Bhuj-Nalia line. The line which the hon. Member is referring to is not among the strategic lines right now. So when we are able to complete the lines we have in hand, then we will think of this.

SHRI SHRIDHAR WASUDEO DHABE: Mr. Chairman, Sir, the reason given by the Minister is very curious: it is due to the constraint of resources and the Planning Commission has cut it down. The Minister is not finding out alternative resources for this purpose, or he is not thinking as to how to get alternative resources. I come from the State of Maharashtra and in Marathwada not a single kilometre of railway line has been added from 1956 when the State was reorganised. Then assurance was given by the Prime Minister in 1973 and it was said that conversions and new lines would be undertaken. In my area, Vidarbha, two lines are very important. One is the line from Nagpur to Jabalpur via Ramatek. A survey was made and some money was spent. The other is the Gondia-Jabalpur narrow gauge line and it takes such a long time that commerce between Madhya Pradesh and Maharashtra is very much hampered. May I know whether he will consider the suggestion of having more resources by involving the States, just like having a joint sector corporation? For example, Manganese Ore of India is a joint venture of the Centre, Madhya Pradesh and Maharashtra. Similarly, why don't you have a joint sector in the railways also where the States can be associated and they can be asked to give some resources so that the problem of constructing railway lines in backward areas is solved expeditiously?

SHRI C. K. JAFFAR SHARIEF: Sir, this is a suggestion for consideration and we will certainly consider it.

MR. CHAIRMAN: Now who wants which railway line? I will have the whole of India covered by railway track. *(Interruption)* Only two questions more I will allow. Mr. Sukomal Sen.

SHRI SUKOMAL SEN: In the statement I find that the Howrah-Sheakhala line is being slowed down due to acute shortage of funds. Another line which has not been men-

tioned here is the Howrah-Amta line. In 1971 on the eve of elections, the Prime Minister, Mts. Indira Gandhi laid the foundation-stone for it and there was much fanfare that the line was going to be constructed. Since then nothing has been done. I would like to know from the hon. Minister when this Howrah-Sheakhala line is likely to be completed. And what happened to the Howrah-Amta line, for which the Prime Minister laid the foundation-stone?

SHRI C. K. JAFFAR SHARIEF: Sir, the line is very much on the book and we have made some little allocation for it. But as I said, about any line that they may ask, excepting the priority lines that we have already prescribed, my reply will be the same.

MR. CHAIRMAN: More lines are coming Mr. Hanumanthappa.

SHRI H. HANUMANTHAPPA: Sir, it always happens that only well-fed people will be invited to a feast. The same is the case in regard to railways also. I spoke on the Railway Budget also. Undeveloped and underdeveloped areas should be identified and money should be diverted to undeveloped and underdeveloped areas. But the Railway Minister is escaping saying that he has already laid down the policy in the budget and that he will spend money only on the priority lines. But those priorities they have already selected from the well-fed areas. I want to draw the attention of the Minister to undeveloped and underdeveloped areas in the railways also. I come from a chronically drought-stricken area and there is no railway line there for the last 40 years. A project was started last year but the amount has not been allocated. Will the Minister also take care of the undeveloped and underdeveloped areas, deviating from the system of feeding only the well-fed people, and divert money from areas already covered by the railways to the backward and strategic areas that you have identified, areas where there is more necessity? Will you allot more funds

to Chitradurga-Rayadurga railway line which is chronically drought-affected in Karnataka?

SHRI C. K. JAFFAR SHARIEF: One of our policies certainly is to think of the underdeveloped areas also. As I have already explained, I appreciate the honourable Member's suggestion; I think he will also appreciate, we will be nowhere if we spend money here and there without achieving any physical targets. That is why, our anxiety is to complete whatever lines are nearing completion, project-oriented lines, so that money could thus be saved and made available to project-oriented lines which are nearing completion. If we are able to complete faster, then they will also yield productivity thereby resources can also be generated and we can concentrate better on the underdeveloped areas also. In fact, we have not neglected the underdeveloped areas. The line which the honourable Member is referring to is also very much there on the books and we have made some very small allocation to make a beginning.

**श्री निराला इरशाद बेग अबूब बेग :**  
सभापति जी, मैं जानना चाहता हूँ कि रेल मंत्री जी क्या इस बात से अवगत नहीं हैं कि नाडियाड-मोडासा-कपनवन रेलवे लाइन, जहाँ से मैं आ रहा हूँ और जो मेरा अपना नेटिव प्लेस भी है, को बनाने के लिए करीब 4 करोड़ रुपया खर्च हो चुका है और तकरीबन 40 परसेंट काम हो चुका है और इतनी ले कर वहाँ के लोगों में बहुत सैटीमेंट पैदा हो गया है ? मैं यह भी जानना चाहूँगा कि क्या रेल मंत्री जी इस बात से अवगत हैं कि लोगों में सत्याग्रह करने की बात है जिस से जल्द से जल्द इस लाइन को पूरा किया जायें मैं रेल मंत्री जी से यह भी जानना चाहूँगा कि क्या वह अवगत हैं कि यह एक पिछड़ा हुआ इलाका है और नयी रेलवे लाइन बनने से उस का ज्यादा

से ज्यादा डेवलपमेंट हो सकेगा ? मैं यह भी जानना चाहूँगा कि वहाँ का जो पैसा उन्होंने डाइवर्ट किया है, जामनगर के लिए, जामनगर की रेलवे लाइन के लिए, क्या इस समय की अवधि में वह उस पैसे को खर्च कर सकेंगे ? मैं यह भी जानना चाहूँगा कि जिन किसानों की जमीन एक्वायर की गयी है क्या यह सही नहीं है कि न किसान उस पर फसल कर सकते हैं, न उसका यूटिलाइजेशन कर सकते हैं ? रेल मंत्री को सदन को यह विश्वास दिलाना चाहिए कि हम जल्द से जल्द इस रेलवे लाइन को पूरा करना चाहते हैं । सभापति जी के माध्यम से मैं यह कहना चाहूँगा कि रेल मंत्री जी कम से कम एक करोड़ रुपया भी उस रेलवे लाइन के लिए दें तो वहाँ के लोगों के सैटीमेंट को सन्तोष होगा कि रेलवे लाइन का काम जल्द हो सकेगा । मैं रेलवे मंत्री जी से अनुरोध करूँगा कि वह यहाँ यह विश्वास दिलाएँ और लोगों के सैटीमेंट को फुलफिल करने की कोशिश करें ।

SHRI C. K. JAFFAR SHARIEF: I have already said, I am one with the honourable Member so far as sentiments are concerned. That is exactly the reason why I have said that we will pursue with the Planning Commission and the Finance Ministry. Unless we get something more, we will not be able to do anything.

SHRI KRISHNA NAND JOSHI: The honourable Minister in his reply said that Rampur-Haldwani line has been slowed down. I would like the honourable Minister to refer to the reply given by him on 20-2-1981 to my question in which he specifically stated that "the work is in progress from Rampur to Rudrapur, 45 kms, and is expected to be completed on 30-6-1984." When the honourable Minister has given a commitment in the House, what is the reason for slowing down this line?

SHRI C. K. JAFFAR SHARIEF: I have already stated it, in the present Budget which we have presented to the House, we have clearly spelt out our policy. These are the project-oriented lines, strategic lines and North-Eastern lines.

SHRI KRISHNA NAND JOSHI: This is a strategic line because it is meant for Himalayan border areas.

SHRI C. K. JAFFAR SHARIEF: Somehow or other there are only three strategic lines which we have considered, namely, Jammu-Tawi-Udhampur, Bhatinda Bypass and Bhuj-Nalia

For taking up other lines, we are making efforts to get more funds from the Planning Commission and the Finance Ministry.

SHRI K. C. PANT: The strategy was the same when the assurance was given earlier. This line being very important, I would like to know from the Minister whether, within the same strategy, this will receive some sympathetic consideration.

SHRI C. K. JAFFAR SHARIEF: This is exactly the reason why we are persuading the Planning Commission and the Finance Ministry to give us more money. ^

MR. CHAIRMAN: Let us take up the next question. Now the Andhra lines are coming.

#### **Laying of railway lines in Andhra Pradesh**

•342. SHRI ADINARAYANA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of Railway lines proposed to be laid during the year 1983-64 in Andhra Pradesh; and

(b) which areas of the State are proposed to be given priority in this regard?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS

(SHRI C. K. JAFFAR SHARIEF): (a) and (b) Four on-going new line projects as mentioned below, would continue to be progressed during the year 1983-84:

(i) Bhadrachalam Road-Manu-guru (49.05 Kms.)

(ii) Telapur-Patancheru (8.4 Kms.)

(iii) Motumari-Jaggayapet (31 Kms.)

(iv) Bibinagar-Nadikude (148.95 Kms.) Of the above lines, Bhadrachalam Road-Manuguru (49.05 Kms.)

and Telapur-Patancheru (8.4 Kms.) are expected to be opened during 1983-84, subject to availability of re-sources. Priority is being accorded to Projects, depending on their importance and stage of progress, and is not dependent on the areas of the State.

SHRI ADINARAYANA REDDY: May I know whether the Minister knows that one of the Members from Andhra Pradesh in the Lok Sabha said in his speech that he is going to begin a fast if one of the lines is not started. The line he referred to was Pattancheruvu-Sangareddy and Peddapally. May I know what the Minister proposes to do about it?

SHRI C. K. JAFFAR SHARIEF: We have appealed to the Member to appreciate our difficulties. What more can I do? I request you also to join me in appealing to him.

SHRI ADINARAYANA REDDY: Perhaps I may join him if necessary. May I know from the hon. Minister whether he knows that Rayalaseema is a drought-prone area and, therefore, whether there is any proposal to start a line from Nandyal via Yerra-gudipadu and Cuddapah to Bangalore? This had been investigated long back, about ten or fifteen years back.

SHRI C. K. JAFFAR SHARIEF: I have to repeat the same answer.