

Monorail system

* 528 SHRIMATI SUKHBUNS KAUR:
SHRIMATI PREMA CARIAPPA:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether any proposal is under Government's consideration for introduction of the new monorail system in different metros to ease the traffic and contain the pollution;

(b) if so, the decision taken to introduce the system in Mumbai, Kolkata, Chennai and Delhi; and

(c) the features of the new monorail system?

THE MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) There is no proposal under consideration of the Government for introduction of a Monorail system, nor has any such proposal been received in respect of Mumbai, Kolkata, Chennai or Delhi from the concerned State Governments.

(c) Does not arise.

SHRIMATI SUKHBUNS KAUR: Sir, I would like to know from the Hon. Minister whether it is a fact that a private limited. company has made a presentation to the Government of Delhi regarding the monorail system. Secondly, Chandigarh is one of the modern and the fastest growing cities of the country, and being the Capital of two States, that is, Punjab and Haryana, the traffic is increasing in the city day by day. Has the Ministry of Urban Development received any proposal from the States of Punjab or Haryana or from the Administration of Chandigarh for the monorail system? I would also like to know what are the advantages and disadvantages of the monorail system as compared to the metro rail system.

SHRI GHULAM NABI AZAD: Sir, I would like to take the Chandigarh part of the question first. No specific proposal for monorail system in Chandigarh city has been received from the Government of Haryana or Punjab, or, for that matter, from the Union Territory of Chandigarh. However, the Chandigarh Administration has engaged the Bharat Heavy Electricals Limited as a consultant for undertaking a study for the introduction of electrical trolley bus system in the city of Chandigarh. The Chandigarh Administration has also requested the Government of India for part funding of the study, which was to cost about Rs. 70 lakhs. The Government of

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India, Ministry of Urban Development, has already sanctioned and released its share of Rs. 28 lakhs for the study. As per the information received from the BHEL, they have recently made a presentation before the Chandigarh Administration on a detailed project report.

Sir, as far as the other part of the question, whether any presentation has been made by any private company before the Delhi Government, is concerned, yes, the Ministry of Urban Development has information that the Government of National Capital Territory of Delhi is considering a proposal to introduce monorail system in Delhi; and proposes to get a feasibility study conducted before taking a decision. In this regard, a private company, M/s Geodesic Techniques (Pvt.) Ltd., has recently made a presentation on monorail system to the Chief Minister of Delhi. It is an Indian company, having collaboration with Hitachi of Japan. Sir, the hon. Member has also desired to know how this particular system can be compared with the Metro Rail. We do not know, but according to the Delhi Government, this particular private company has claimed that this system will be able to do the job at a low capital cost of Rs. 45 crores per kilometre, as against that of Metro Rail of Rs. 130 crores. According to them, operational cost will also be 20 to 30 per cent of that of Metro Rail, the construction time will be less, and there will be the least dislocation of the current traffic during the period of construction. It has also been said that it is safer. And, about the capacity, it has been said that each coach, which is self-propelled, is having a capacity of 90 to 120 passengers. It has also claimed that the passenger load up to 48,000 per hour, per direction can be carried. About environment, it has been said that it would cause no air pollution, and the silent operation ensures no noise pollution. About the land requirement, it has said that the system is stated to require only a right of way and virtually no land is required.

SHRIMATI SUKHBUNS KAUR : Sir, I would like to know from the Minister: (a) How much money is being spent on the Rapid Transit System for the first phase in Delhi, and what is the funding pattern for the system? (b) what is the length of the Mass Rapid Transit System project, and by when it is going to be fully operational?

SHRI GHULAM NABIAZAD : Sir, as a matter of fact, this question does not arise out of this because the question is relating to monorail system. But, however, Delhi being very important, I have read and have got the information about Delhi.

Sir, I am talking about the cost of the first phase of 65 kilometres. It will cost Rs. 10,571 crores apart from Rs. 320 crore of Dwarka sub-city extension. Equity and funding pattern of this is like this. The Government of India and the Delhi Government bear 28 per cent, that is, Rs. 2,928 crores. Subordinate debt towards the cost of land, again by the Delhi Government and the Government of India, Rs. 504 crores, that is, five per cent. The major component comes from JBIC, the Japanese Bank of International Cooperation, which is about 64 per cent, which amounts to Rs. 6,839 crores. Proceeds from property developed will be three per cent, that is, Rs. 300 crores. So, total will be Rs. 10,571 crores. You will be pleased to know that insofar as the progress of the first phase of the project is concerned, it is on time and so far, till last December, that is, 19 December, 2004, 26 kilometres has already been made operational. That is, Shahdara-Tis Hazari, Tis Hazari-Inderlok, Inderlok-Rithala, and Vishwavidhyalaya-Kashmiri Gate sections. And the rest of the kilometres will be completed by 31 st March 2006. So, by 2006 March, all 65 kilometres will be operational.

SHRIMATI PREMA CARIAPPA : I would like to know from the hon. Minister whether the Government of Karnataka has proposed a metro rail system in Bangalore. If so, what is the status of the project and the funding pattern, and when will it be sanctioned?

. SHRI GHULAM NABI AZAD : Sir, apart from the metro rail project, there is another project. A former Cabinet Secretary has recently written a letter to the Government and recommended the hybrid monorail system provided by Met rail with Swiss technology. He has requested that it should be considered. Preliminary inquiry reveals that technology has not been adopted widely.

Sir, insofar as metro rail is concerned, very recently I had been to Bangalore. I had a meeting with the officials of the State Government and the Chief Minister of Karnataka. The details of the Karnataka project are as follows:

The DPR, that is, the detailed project report was prepared in 2003. In principle, approval by the Ministry and by the Planning Commission was given in 2004. Project appraisal memorandum was carried out by the State Government in November, 2004. Reviewing the finances of the project, pre-PIB was held on 10th December, 2004 and PIB is going to take place on 19th of this month. So, the project involves construction of 33 kilometres

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in two corridors at a completion cost of Rs. 5,600 crores over a period of five years.

Sir, insofar as the financing pattern is concerned, mostly so far, in the first phase, the State Government and the Government of India is involved in this. We both are contributing towards this. About Rs. 1145 crores each will be contributed by the State Government and the Government of India. State Government would provide subordinate debt of Rs. 600 crores. In addition, custom and excise duty exemption will also be provided by the Government to the tune of Rs. 797 crores. Apart from this, the State Government has also requested that like Delhi, JBIC assistance should also be provided to the tune of Rs. 1509 crores.

SHRI NILOTPAL BASU: Mr. Chairman, Sir, through you, I would like to ask the hon. Minister whether it is a fact that the Government of West Bengal has written to the Government of India about the MRTS project, length of which is approximately 32 kilometres, and whether the Government will react favourably to that proposal. What is the status of the East-West metro corridor, that is, from Rajarghat to Dasnagar on the Western side?

SHRI GHULAM NABIAZAD: Sir, as you know, Kolkata is already having an underground metro from Dum Dum to Tollygung, which is of 16.45 kilometres. It was done by the Ministry of Railways. Besides this, a proposal for construction of elevated MRTS for Kolkata, at the cost of Rs. 2,385 crores has been received recently, and the length of this gauge will be about 32 kilometres. In view of the highest priority attached by the State Government, it has been forwarded to the Department of Economic Affairs for inclusion in projects, proposed to be funded by JBIC. This first phase of total 95 kilometres, to be executed in 20 years, is proposed to be taken up. Sir, the hon. Chief Minister was in Delhi very recently, about a week ago. He talked to me and said that we should take appropriate action. On 19th April, he posed the elevated MRTS project for JBIC funding to the Urban Development Ministry. I have already replied to him on 27th of April, 2005, informing about forwarding the proposal to the Department of Economic Affairs. Insofar as the other project is concerned, the State Government is preparing a Detailed Project Report for construction of East-West Metro Corridor from Rajarghat to Dasnagar, which is about 22.3 kilometres. The Ministry of Urban Development is part funding the study cost of Rs. 3 crore by providing 40 per cent of the cost, and this DPR is going to be completed by May, 2005.

श्री राजीव शुक्ल: सभापति जी, जो मंत्री जी का जवाब है उसके हिसाब से मोनो रेल की परियोजना या उसका प्रस्ताव कहीं पर नहीं है, जिन-जिन शहरों के बारे में माननीया सदस्या ने पूछा था। जिस तरह से जनसंख्या बढ़ रही है और ट्रैफिक बढ़ रहा है हर, जगह, दिल्ली में तो मेट्रो रेल से यह सुविधा पैदा की जा रही है, लेकिन बाकी जो शहर हैं- कोलकाता में जैसे सिर्फ एक कॉरीडोर बना है और पिछले दस साल से वही चल रही है।

श्री सभापति: क्वेश्चन पर आइए।

श्री राजीव शुक्ल: मैं पूछ रहा हूँ। मुम्बई में लोकल ट्रेन का हाल यह है कि कपड़े पहनकर चढ़ो और जब उतरेंगे तो कपड़े निकल जाएंगे आपके।

श्री सभापति: चढ़ने वालों के कपड़े निकल जाते हैं?

श्री राजीव शुक्ल: तो कोई ऐसी परियोजना है जिससे महानगरों में अगर मोनो रेल नहीं है तो मेट्रो रेल की कोई परियोजना है जिसके हिसाब से परिवहन की व्यवस्था की जा सके?

SHRI GHULAM NABI AZAD: Sir, I have no problem in replying to this question.

श्री सभापति: ठीक है, इस क्वेश्चन के कपड़े निकल गए। श्री विजय जे. दर्डा।

श्री विजय जे. दर्डा: सर, मैं माननीय मंत्री जी से जानना चाहूंगा कि बढ़ती आबादी और व्हीकल की बढ़ती हुई संख्या से प्रदूषण पूरे देश में हो रहा है उसके कारण मेट्रो रेल या अंडर ग्राउंड रेल की आवश्यकता महसूस की जा रही है। क्या आपने पूरे देश के लिए ऐसा सर्वे किया है जिसकी वजह से आप यह बता सकें कि कहां-कहां आवश्यकता है और उसके लिए कितनी निधि का प्रावधान किया हुआ है क्योंकि आज जो स्टेट मांगते हैं उसके बाद में उसके उपर चर्चा होती है। किन्तु मुम्बई के भी प्रपोजल हैं, नागपुर के भी हैं, रायपुर के भी हैं और देश के अन्य भागों में भी हैं और बढ़ती हुई आबादी और उसकी वजह से जो राष्ट्रीय हानि हो रही है क्योंकि जो कंजेशन हो रहा है उससे अगर मुम्बई से चर्च गेट तक जाने में दो घंटे लगेंगे।

श्री सभापति: आप क्वेश्चन पर आइए।

श्री विजय जे. दर्डा: उसमें राष्ट्रीय सम्पत्ति की भी हानि हो रही है। इसलिए क्या आपने ऐसी कुछ नेशनल पॉलिसी बनाई है जिसके समस्या का समाधान हो सके?

श्री राजीव शुक्ल: सर, मैंने भी सवाल किया था उसका उत्तर भी है।

श्री सभापति: दोनों का एक साथ जवाब दे देंगे।

† श्री गुलाम नबी आजाद: मेरे ख्याल से दोनों सवाल एक जैसे हैं। उन्होंने बहुत अच्छा बताया कि क्या नेशनल लेवल पर ऐसा कोई सर्वे हो रहा है कि एक किस्म की... सर, नेशनल अर्बन ट्रांसपोर्ट पालिसी, जो कि अर्बन डेवलपमेंट मिनिस्ट्री बनाती है, अगले एक-दो महीनों में वह पालिसी तकरीबन-तकरीबन तैयार है। हम देश के सभी अर्बन डेवलपमेंट मिनिस्टर्स, चीफ मिनिस्टर्स की मीटिंग करने वाले हैं और जो प्रपोजल हमने बनाया है, नेशनल अर्बन ट्रांसपोर्ट पालिसी का, वह हम उनके सामने रखेंगे और हम पालिसी बनाएंगे। जैसा कि पहले हमारे ऑनरेबल मੈम्बर ने बताया कि केवल मेट्रो... सर, बहुत किस्म के सुझाव उसमें हैं-स्काई बस का है, इलेक्ट्रिक ट्राली बस का है, ट्रामवेज का है, लाइट रेल सिस्टम का है, एलिवेटेड रेल का है-तो इस तरह की सब चीजें उसमें होंगी और जिस स्टेट में जो जरूरी होगा, वह चीफ मिनिस्टर ही बताएंगे, उसमें लगाया जाएगा।

شری غلام نبی آزاد: میرے خیال سے دونوں سوال ایک جیسے ہیں۔ انہوں نے بہت اچھا بتایا کہ کیا نیشنل لیول پر ایسا کوئی سروے ہو رہا ہے کہ ایک قسم کی.... سر، نیشنل اربن ٹرانسپورٹ پالیسی، جو کہ اربن ڈیولپمنٹ منسٹری بناتی ہے، اگلے ایک دو مہینوں میں وہ پالیسی تقریباً تقریباً تیار ہے۔ ہم دیش کے سبھی اربن ڈیولپمنٹ منسٹرس، چیف منسٹرس کی میٹنگ کرنے والے ہیں اور جو پروپوزل ہم نے بنایا ہے، نیشنل اربن ٹرانسپورٹ پالیسی کا، وہ ہم ان کے سامنے رکھیں گے اور ہم پالیسی بنائیں گے۔ جیسا کہ پہلے ہمارے آئریبل ممبر نے بتایا کہ صرف میٹرو.... سر، بہت قسم کے سچھاؤ اس میں ہیں... اسکاٹی بس کا ہے۔ الیکٹرک ٹرالی بس کا ہے، ٹرام ویز کا ہے، لائٹ ریل کا ہے، ایلی ویٹیڈ ریل کا ہے۔ تو اس طرح کی سب چیزیں اس میں ہونگی۔ اور جس اسٹیٹ میں جو ضروری ہوگا، وہ چیف منسٹرس ہی بتائیں گے، اس میں لگا یا جائے گا۔

श्री राजू परमार: सर, मैं आपके माध्यम से आदरणीय मंत्री महोदय से जानना चाहूंगा कि क्या गुजरात गवर्नमेंट की तरफ से अहमदाबाद शहर, जिसको अभी-अभी "मेगा सिटी" डिक्लेयर किया गया है, उसके लिए मोनो रेल या मेट्रो के बारे में कोई प्रपोजल सरकार को मिला है? यदि मिला है तो उसमें क्या जानकारी आप देंगे?

श्री सभापति: मंत्री महोदय, आप एक जवाब दे दीजिए कि किस-किस स्टेट की तरफ से प्रपोजल आया है?

† श्री गुलाम नबी आजाद: सर, मैं एक ही जवाब में खत्म करूंगा। हमारे पास कोलकाता के लिए पश्चिम बंगाल की तरफ से, बंगलौर के लिए कर्नाटक की तरफ से और मुंबई के लिए महाराष्ट्र की तरफ से प्रपोजल आया है। बाकी हमारे पास कोई प्रपोजल नहीं आया है।...(व्यवधान)...

† Transliteration of Urdu Scrip.

شری غلام نبی آزاد: سر، میں ایک ہی جواب میں ختم کرونگا ہمارے پاس کالکتہ کے لئے پشچمی بنگال کی طرف سے، بنگالور کے لئے گرنائک کی طرف سے اور ممبئی کے لئے مہاراشٹر کی طرف سے پریپوزل آیا ہے۔ باقی ہمارے پاس کوئی پریپوزل نہیں آیا ہے۔... مداخلت...

SHRIV. HANUMANTHA RAO: What about Andhra? ...(*Interruptions*)...

MR. CHAIRMAN: Next question. Question No. 529.

*529. [The questioner (Shri C. Ramachandraiah) was absent. For answer *vide* page 32].

Censor certificates for film festivals and national awards

*530. SHRI VIJAY J. DARDA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether Government are aware that eminent film producers have requested that censor certificates should not be mandatory for the films competing for the National Awards and film festivals;
- (b) if so, Government's reaction thereto;
- (c) what is the accepted international practice and whether censor certificates are mandatory for such films; and
- (d) how many films we denied censor certificates during 2004 and the percentage in relation to the films granted censor certificates?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) to (d) A Statement is laid on the Table of the House.

Statement

- (a) Yes, Sir.
- (b) The Government has constituted a Committee including the concerned stakeholders to make recommendations to the Government on the same.
- (c) The Directorate of Film Festivals have stated that there is no fixed international practice pertaining to certification of films being entered into

† Transliteration of Urdu Script.