

LOK SABHA DEBATES

Lok Sabha

Tuesday, September 3, 1991/Bhadra
12, 1913 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*Translation*]

Electrification of Kanpur-Lucknow Railway Line

*651. SHRI KESRI LAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any proposal to undertake the electrification of railway line between Kanpur and Lucknow;

(b) if so, the details thereof and when the said electrification work would be undertaken;

(c) the amount likely to be incurred thereon; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN): (a) No, Sir.

(b) and (c). Do not arise.

(d) Due to relative priorities for electrification of other high density routes.

SHRI KESRI LAL: Sir, the electrification of the railway line between Kanpur and Lucknow is not being undertaken due to high priority for electrification of other high density routes. May I know from the hon. Minister the names of the railway lines which are being electrified on priority basis.

[*English*]

SHRI MALLIKARJUN: Sir, I do not follow what lines he wanted to ask about.

MR. SPEAKER: Please repeat the question.

[*Translation*]

SHRI KESRI LAL: Which of the railway routes are being electrified on priority basis?

[*English*]

SHRI MALLIKARJUN: Sir, this question is pertaining to the electrification of railway line between Kanpur and Lucknow. If he asks me what is the priority they are giving for the other lines, that is a different aspect. But still I can also mention about that though that is a different question. So far as the Kanpur-Lucknow electrification is concerned at this time it is not possible to take it up for the reason that there is one double-line between Lucknow and Kanpur, that is, the Kanpur-Unnao Line. But, on the contrary, a Metre-Gauge line from Lucknow to Kanpur is going to be converted into a Broad-Gauge line. That is how it will become a double-line between Lucknow and Kanpur. Being a very vital corridor to receive the traffic from North-Eastern, Central and Western regions and also the suburban traffic, at this moment it is not possible to take up the electrification work.

[*Translation*]

SHRI KESRI LAL: Sir, in his reply the hon. Minister has said that electrification of high density lines will be undertaken on a priority basis. I would like to know which railway routes according to the hon. Minister are high density routes?

[*English*]

SHRI MALLIKARJUN: Regarding high density routes, the priority has been given. That is how we are going to complete the electrification work from Howrah to Bombay via Nagpur. Apart from that, we are going to complete the work between Delhi and Bombay via Central Railway.

[*Translation*]

SHRI KESRI LAL: Which of the railway routes are proposed to be electrified? (*Interruptions*)

[*English*]

SHRI MALLIKARJUN: I have not made any statement about Bombay for Railway electrification.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Sir, the hon. Minister said that the Lucknow-Kanpur railway route is not on the list of priority routes. May I know the basis on which the priority of a route is determined? Lucknow is the capital of Uttar Pradesh and Kanpur is an industrial city. There is a lot of traffic between these cities. The Government has been saying for a long time that the railway line would be doubled, but the construction work has been done only upto Unnao and the section Between Unnao and Lucknow has not yet been taken up. If the basis for priority is the density of traffic, why has the Lucknow-Kanpur route not being given priority for electrification?

[*English*]

SHRI MALLIKARJUN: I have not in-

formed the house that priority has not been given to it. But, on the contrary, a survey has been conducted for electrification between Lucknow and Kanpur. The financial viability has also been assessed. But, at the moment, it is not possible to take it up. But in future there is every possibility for such electrification.

[*Translation*]

SHRI RAJVEER SINGH: Sir, I want to know if there is a proposal to electrify the route from Kanpur to Bareilly via Balamau. If so, the time by which the project will be completed?

[*English*]

SHRI MALLIKARJUN: This is not in the agenda itself.

Vashi New Bombay Railway Line

*652. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a project for construction of railway line from Vashi to New Bombay is under execution; and

(b) if so, the details thereof and the progress made so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Vashi-New Bombay rail line forms part of Mankhurd-Belapur rail line (18 km) project. Overall progress upto July, 1991 is 86%.

SHRI RAM KAPSE: At the time of presenting the Budget, you had given the figures that as on 31.5.91, the progress was 83 percent. After two months, it was 86 percent. And in the Budget proposal, you have mentioned that the progress depends on two factors—one is the removal of encroachment and the other thing is the building of the stations by CIDCO. I would like to know whether all the encroachments have been