

production of sugarcane, availability of sugar to the consumers at a fair and the price at which sugar produced from sugarcane is sold by the producers of sugar. It thus aims at harmonising the interests of the farmers, industry and the consumers. The price so fixed by the Central Government is the floor price below which no sugar factory can pay.

**Amount Allocated for Border Area Development (Education) Programmes.**

200. DR. LAXMINARAYAN  
PANDEYA:  
PROF. RITA VERMA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount earmarked by the University grants commission for Border Area Development (Education) Programme during 1992-93;

(b) the details of areas likely to be covered under this programme; and

(c) the Universities/Institutes where such Border Area Development (Education) Programme is proposed to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). According to the information furnished by UGC, though the Commission prepared a Status Report to strengthen the infrastructural facilities of educational institutions located in border States, it could not provide earmarked funds for the same during the years 1991-92 and 1992-93 due to the constraint of resources. However, eligible Universities and Colleges located in border areas of Assam, Bihar, Gujarat, Himachal Pradesh, Jammu & Kashmir,

Manipur Meghalaya, Punjab, Rajasthan, Tripura, Uttar Pradesh and West Bengal, which have been identified for support under Border Area Development, are receiving developmental assistance within the general development grant of UGC.

**Doubling of Railway Lines**

201. SHRI MAHESH KANODIA:  
SHRI RAMESH CHENNI-  
THALA:  
SHRI MOHAMMAD ALI  
ASHRAF FATMI:  
SHRI HARI KEWAL PRASAD:  
SHRI N.K. BALLIYAN:  
SHRI K. PRADHANI:  
DR. KRUPASINDHU BHOI:

Will the Minister of RAILWAYS be pleased to state:

(a) the criteria adopted for selection of railway line for the purpose of doubling;

(b) the names of railway lines on which work for doubling is going on;

(c) the details regarding estimated cost, funds allotted during 1991-92 and 1992-93, extent of progress made so far and schedule fixed for completion of such work in each case; and

(d) the names and other details of such proposals likely to be taken up shortly?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Doubling of lines is taken up when the carrying capacity of a single line section gets saturated, freight intensive section being given priority, subject to availability of resources.

(b) and (c). There are 60 Nos. of doubling works in progress, as on 1.4.92, on the railways involving 1461 km. The total

estimated cost is Rs. 1937.45 crores of which Rs. 917.49 crores has been spent upto 31.3.92 and an outlay of Rs. 130.80 crores has been made in 1992-93 for these works. The completion of these works will depend on the availability of resources in the coming years.

(d) The doublings to be taken up each year are decided and included in the budget based on operational priority and availability of funds. For the year 1993-94, the works will be included in the budget 1993-94 which will form part of the budget to be presented in the Parliament.

[*Translation*]

**Economic Viability of Stations on Western Railway**

202. SHRI CHHITUBHAI GAMIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been

conducted to assess the financial viability of railway stations on Western Railway;

(b) if so, the details in this regard and the names of the uneconomic stations; and

(c) the steps being taken to make these stations economically viable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No. Sir. However, periodic reviews are undertaken to assess overall economic viability of railway branch-lines including stations thereon. A review of uneconomic branch lines conducted on Western Railway during 1990-91 revealed that 237 Stations on 23 branch-lines were found to be economically not viable. The details thereof are indicated in Statement.

(c) Stations which are not economically viable are being converted into passenger halts so as to reduce the expenditure.