

SHRI BABAGOUDA PATIL : All right, Sir.

[English]

SHRI RAJESH PILOT (Dausa) : Will it be discussed in this Session ?

Railway Projects

MR. SPEAKER : Yes, it will be discussed in this Session.

*423. SHRI CHANDU LAL AJMEERA : Will the Minister of RAILWAYS be pleased to state :

[Translation]

PROF. PREM SINGH CHANDUMAJRA (Patiala) : Mr. Speaker, Sir, this should be discussed soon. . . . (Interruptions) It should not be taken up for discussion lateron.

(a) the details of projects proposed by the Railways from 1992-93 to 1996-97 and the anticipated cost thereof;

(b) the manner in which the Railways propose to finance these projects; and

(c) the progress made in the projects so far, project-wise ?

MR. SPEAKER : You sit down please, the time has been allotted on this.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) The undermentioned projects are financed through Railways internal resources and budgetary support from the General Exchequer. The details of the projects are as under :

| Sl. No. | Year of Inclusion | Name of Work | Cost in CRS. | Progress |
|------------------|-------------------|------------------------|--------------|--|
| 1 | 2 | 3 | 4 | 5 |
| New Lines | | | | |
| 1. | 1992-93 | Dudhnoi - Depa | 22.33 | There is a problem in land acquisition by State Govt. The work would be completed within two years of land being made available. |
| 2. | 1993-94 | Amravati - Narkhed | 175 | Earthwork is in progress in 18 out of 27 sections. The contracts for major and minor bridges have been finalised. Earthwork in the remaining 9 sections would not be started since adequate resources are available. |
| 3. | 1993-94 | Peddapalli - Nizamabad | 261 | The work is being done in two phases. In the first phase Peddapalli to Karimnagar has been taken up. Earthwork and bridges is in progress and would be completed in 1999-2000 subject to availability of resources. The FLS* for 2nd phase for Karimnagar to Nizamabad has been completed but the work would be taken up after completing the first phase. |
| 4. | 1993-94 | Lanjigarh - Junagarh | 100 | 623 hectares of land out of a total of 1220 hectares has been received from Lanjigarh to Bhavanipatna and earthwork and bridges work in this stretch has been taken up. |
| 5. | 1994-95 | Udhampur - Srinagar | 2500 | This is a national project. Land acquisition papers have been submitted to the State Government for Udhampur-Katra section. The work has been taken up wherever land is made |

*FLS - Final Location Survey

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|--------------------------------|-----|--|
| | | | | available by the State Govt. FLS* is being done beyond Katra upto Baramulla and is expected to be completed by Aug. '98. Land has already been acquired for Srinagar and a consultancy contract for station building has been awarded to M/s. IRCON. Land for other three stations is also being pursued with State Govt. |
| 6. | 1994-95 | Mandarhill - Rampurhat | 170 | Final location survey has been completed and phase-I estimate from Dumka to Mandarhill has been prepared. Preparation of land acquisition plan and papers is in progress. The work would be started once the land is made available by the State Govt. |
| 7. | 1994-95 | Khurda Road - Bolangir | 353 | The work of Final Location Survey is in progress between Khurda Rd and Bolangir and report is expected by Dec.'98. Once the survey is over land acquisition will be process and once land becomes available, work would be taken up. |
| 8. | 1995-96 | Ahmednagar-Beed-Parli Vajinath | 353 | Final Location Survey has been completed for 15 km. From Ahmednagar. Land acquisition plans and papers has been submitted to the Govt. and the work would be progressed once they make available the land. Station building at Beed is under progress. |
| 9. | 1995-96 | Panvel - Karjat | 107 | The complete land has been acquired and tender for 2.61 km. Tunnel has been awarded and work has been taken up. Tenders for earthwork and bridges has also been invited and would be finalised shortly. |
| 10. | 1995-96 | Dalirajahara - Jagdalpur | 369 | This work is to be taken up on cost sharing basis with Ministry of Steel and MP Govt. the cost of the first phase work from Dalirajahara to Rowghat being borne entirely by the Ministry of Steel since the line would be used for transporting iron ore to Bhilai, for the rest of the line SAIL* is providing finances to the tune of Rs. 75 crs. to be adjusted through freight concessions. MP** Government would be providing land free of cost worth Rs. 25 crs. and rest of the money is to be given by the railways and Memorandum of understanding has been signed and the work would be started once Steel Authority of India deposite their share of cost and the land is made available. At present FLS* is in progress. |

* FLS - Final Location Survey

* SAIL - Steel Authority of India

** MP - Madhya Pradesh

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|------------------------|--------|--|
| 11. | 1995-96 | Kottur-Harihar | 66 | Final Location survey has been completed and preparation of land acquisition, plans and papers has been taken up. The committee appointed by the Cabinet for review of projects has recommended freezing of this project. The work would be resumed once their approval for starting the work is received. |
| 12. | 1996-97 | Nandyal-Yerraguntla | 156 | Final location survey has been completed and preparation of land acquisition plans and papers has been taken up. The work would be started once the land becomes available. Soil investigations of Pennar Bridge have been taken up. |
| 13. | 1996-97 | Sakri-Hassanpur | 89.7 | Land acquisition papers have been submitted to the State Govt. for the entire length and an amount of Rs. 11 crs. Has been deposited with the State Govt. for land acquisition. Notification under section 4 has been issued by the State Govt. for 50 km length covering 883 acres. The work would be taken up once the land becomes available. |
| 14. | 1996-97 | Kadur-Chickmagalur | 157 | Earthwork and Minor bridges between Kadur-Chickmagalur have been taken up. |
| 15. | 1996-97 | Haridaspur-Paradeep | 122 | Final location survey has been completed and an amount of Rs. 5 crs has been paid to the State Govt. for land acquisition. Work would be started as soon as land becomes available. |
| 16. | 1996-97 | Dausa-Gangapur City | 151.84 | Final location survey has been completed and work would be taken up once the land is made available. Work will be progressed as per availability of resources. |
| 17. | 1996-97 | Kumarghat-Agartala | 575 | Land acquisition papers for 648 acres of land has been submitted to the State Govt. out of which 70 acres has been handed over so far. Tenders for earthwork and minor bridges for 5.3 km from Agartala end has been invited. Since the land has now to be constructed as broad gauge, a fresh final location survey has been taken up by RITES* in the ghat section. Work will be started on the rest of the section after the alignment is finalised and land becomes available. |
| 18. | 1996-97 | Khagaria-Kusheshwamath | 78 | Final location survey has been completed and preparation of land acquisition plan and papers has been taken up. Earthwork in Khagaria yard has been taken up. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|------------------|-----|---|
| 19. | 1996-97 | Hassan-Bangalore | 295 | Final location survey is in progress. The land acquisition papers for 30 km have been submitted to the State Govt. and section 4 has been issued for 20 km. Work has been commenced on formation and bridges in 20 km portion from Hassan and Bangalore ends. |
| 20. | 1996-97 | Karur-Salem | 136 | Final location survey and preparation of land acquisition plan and papers is in progress Rs. 4.5 crs has been paid to the State Govt. for land acquisition. Work will be started once the land becomes available. |
| 21. | 1996-97 | Hubli-Ankola | 483 | Final location survey for 87 km has been completed and is in progress for balance portion which is likely to be completed by Sept. '98. Land acquisition plans for 13 km length have been submitted to the State Govt. Work would be started as soon as land becomes available. |

Gauge Conversions

| | | | | |
|-----|---------|--|--------|---|
| 1. | 1992-93 | Daund-Baramati | 12.5 | Work completed. |
| 2. | 1992-93 | Delhi - Rewari | 38 | Work completed. |
| 3. | 1992-93 | Burhwal - Sitapur | 46.99 | Work completed. |
| 4. | 1992-93 | Muzaffarpur-Raxaul & Saguli-Narkatiaganj | 87.19 | Work completed. |
| 5. | 1992-93 | Allahabad - Varanasi | 86.65 | Work completed. |
| 6. | 1992-93 | Mankapur - Katra | 24.62 | Work completed. |
| 7. | 1992-93 | New Guwahati - Lumding | 179.58 | Work completed. |
| 8. | 1992-93 | Bangalore - Hubli | 234.9 | Work completed. |
| 9. | 1992-93 | Dindigul - Trichy | 89.37 | The work is in progress and would be completed in 1998-99. Full funds have been provided for completing the work. |
| 10. | 1992-93 | Miraj - Londa | 122 | Work completed. |
| 11. | 1992-93 | Hospet - Goa | 312 | Work completed. |
| 12. | 1992-93 | Guntur - Guntakal - Kolluru | 502 | Guntur to Guntakal completed. Guntur-Kolluru is yet to be taken up. With the sanction of Dharmavaram-Pakhala for which CCEA* clearance is yet to be obtained. Gauge conversion of Guntakal-Pakhala would be done in one phase. Land acquisition for new line portion from Gooty to Pendakallu has been started and work will be started once land becomes available which is expected by Sept. '98. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|---|--------|--|
| 13. | 1992-93 | Secundrabad - Duronachallam & Secundrabad - Bolaram | 226.4 | Work completed. |
| 14. | 1992-93 | Katpadi - Pakala - Tirupali | 71 | Out of 19 major bridges 15 have been completed and 4 are in progress. Earthwork and ballast supply is also in progress. Work is proceeding well and is targetted for completion in 1999-2000 subject to availability of resources. |
| 15. | 1992-93 | Gondia - Chandafort | 170.22 | Work completed. |
| 16. | 1992-93 | Rewari - Jaipur | 104.6 | Work completed. |
| 17. | 1993-94 | Miraj - Latur | 314 | The work is being progressed in phases. In the first phase work from Latur to Latur road and Khurdwadi to Pandharpur is progressing well. |
| 18. | 1993-94 | Rewari - Bhatinda | 135 | Work completed. |
| 19. | 1993-94 | Jodhpur - Jaisalmer | 125 | Work completed. |
| 20. | 1993-94 | Luni - Marwar | 31 | Work completed. |
| 21. | 1993-94 | Lumding - Dibrugarh | 300 | Work completed. |
| 22. | 1993-94 | Solapur - Gadag | 180 | The first phase from Hotgi to Bijapur has been completed and the rest of the section is targetted for completion by Dec. 2000. |
| 23. | 1993-94 | Phulera-Marwar-Ahmedabad | 280 | Work completed. |
| 24. | 1993-94 | Neemuch-Ratlam | 116.74 | Work on long lead items has been taken up. The work on this project was proceeding slowly but has now been accorded higher priority and is being speeded up. |
| 25. | 1994-95 | Rajkot-Veraval | 100 | This work was held up due to a survey for diverting the line near Gir forest. The work is now in progress and will be completed in the 9th five year plan. Adequate funds have been provided for the works planned in 1998-99. |
| 26. | 1995-96 | Mathura - Achnera | 20 | This work was earlier planned under BOLT*. However, owing to high rates and unacceptable conditions, it has been decided to carry out the works with railway funds. It is planned to do this work alongwith Kanpur-Kasganj-Mathura gauge conversion project and completed in the coming years. |
| 27. | 1995-96 | Khadda-Gorakhpur | 58.47 | This work is progressing well and would be completed alongwith Valmikinagar-Narkatiaganj and Khadda-Valmikinagar in 1998-99. Full funds have been provided for completing the work. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|---------------------------|-------|---|
| 28. | 1995-96 | Luni-Jodhpur | 20 | Work completed. |
| 29. | 1995-96 | Narkatiaganj-Valmikinagar | 44 | The work is progressing well and would be completed alongwith Valmikinagar-Khadda-Gorakhpur by March '99. Full funds have been provided for completing the work. |
| 30. | 1995-96 | Mysore-Hassan | 80 | Work completed. |
| 31. | 1995-96 | Yeshwantpur-Salem | 140 | Work completed. |
| 32. | 1995-96 | Trichy-Nagore-Karaikal | 138 | The section from Trichy to Thanjavur has been completed and commissioned. The rest of the section has been temporarily frozen due to low operational priority and constraints of funds. |
| 33. | 1995-96 | Mudkhed-Adilabad | 114 | The work is in progress under Build Own Lease Transfer (BOLT). Earthwork is in progress. The work is expected to be completed during 98-99 provided the contractor is able to obtained the funds which he has tied up in United Kingdom. |
| 34. | 1995-96 | Rupsa-Bangriposi | 58 | Earthwork has been taken up from km 0 to 75. Work will be regulated as per availability of resources. Funds are adequate for progressing the earthwork and bridges planned in 1998-99. |
| 35. | 1995-96 | Agra-Bandikui | 89 | This work was earlier planned under BOLT. However, owing to high rates and unacceptable conditions, it has been decided to carry out the works with railway funds. It is planned to do this work alongwith Kanpur-Kasganj-Mathura gauge conversion project and completed in the coming years. |
| 36. | 1995-96 | Wankaner-Maliya Miyana | 78.79 | The work is now being taken up and is expected to be completed in Dec. 2000 subject to availability of resources. Adequate funds have been provided for progressing the works planned in 1998-99. |
| 37. | 1995-96 | Gandhidham-Bhuj | 41.04 | Earthwork, and bridges are in progress and will be completed by March 1999. Track will be converted thereafter as per availability of resources. Adequate funds for completing formation work. |
| 38. | 1996-97 | Mansi-Saharsa | 210 | Earthwork has been completed in 22 km and is in progress in rest of the section. Minor and major bridges are also in progress and completion on major bridges will take at least 2-3 years period. Adequate outlays has been provided for bridge work and earthwork planned in 1998-99 |
| 39. | 1996-97 | Hajipur-Bachwara | 67.17 | Work completed. |

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------|--|-------|---|
| 40. | 1996-97 | Lumding-Silchar | 648 | Final location survey for diversions in the ghat section to suit the requirement of BG and preparation of land, acquisition plan and papers has been taken up. Earthwork and bridges has been taken up between Badarpur and Silchar where no change in alignment is necessary. |
| 41. | 1996-97 | Jabalpur-Gondia with Balaghat-Katangi | 386.3 | Final Location survey to determine the diversion required to suit BG has been taken up. No target date has yet been fix. |
| 42. | 1996-97 | Ranchi-Lohardanga with extrn. to Tori | 147 | The work is being started on phase I i.e. gauge conversion of Ranchi-Lohardanga section. Final location survey on Lohardanga-Tori (phase-II) is in progress. Adequate outlays has been provided for earthwork and bridgework on Ranchi-Lohardanga and final location survey, land acquisition on Lohardanga-Tori section. |
| 43. | 1996-97 | Ajmer-Chittaurgarh-Udaipur | 262 | The work is in progress between Udaipur-Chittaurgarh in first phase. |
| 44. | 1996-97 | Surendernagar-Bhavnagar, Dhola-Dhasa-Mahuva with extrn. to Pipavav | 337 | Necessary clearances have been obtained. The modalities of funding the project are being explored through IRCON* as M/s. GPPL* have offered to participate in the funding. The modalities of funding are yet to be sorted out. The tenders for the works are being floated and the work would be started shortly. |
| Doubling | | | | |
| 1. | 1992-93 | Khana-Jhaptardal phase-I | 12.27 | This work was earlier held up first due to court case and contractual problems and then due to release to excess*water by DVC** leading to flooding of area. The work is now expected to be completed in 1998-99 including the fly over at Khana. |
| 2. | 1992-93 | Kuppam-Whitefield | 105 | The work is in progress and the first phase from Whitefield to Malur has been completed and commissioned. The work is now being progressed from Malur to Bangarpet and is expected to be completed in 1998-99. Beyond Bagarpet work would be taken up thereafter. |
| 3. | 1993-94 | Jhaptardal-Guskara (phase-II) | 11.46 | One block section from Jhaptardal-Bonpas has been completed. The work on remaining section would be completed in 1998-99. |
| 4. | 1993-94 | Gajapatinagaram-Vijayanagaram (phase-II) | 22 | Gajapatinagaram - Gotlam (16 km) has been completed and from Gotlam-Vijayanagaram will be completed by 31.07.98. Yard remodelling is also in progress. |

* IRCON - Indian Railway Construction Co. Ltd.

@ GPPL - Gujarat Pipavav Port Ltd.

** DVC - Damodar Valley Corporation

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|-----------------------------------|-------|--|
| 5. | 1994-95 | Chandanpur-Gurap third line | 23.82 | Work is in progress and it is targetted for completion in 2000-2001 depending on availability of resources. |
| 6. | 1994-95 | Rajatgarh-Nergundi-Talcher | 60 | The section from Rajatgarh to Salegaon is expected to be completed by Sept. '98. The remaining section of 4 km has a flyover and would be ready by June '99 subject to land being made available by the State Govt. |
| 7. | 1994-95 | Akaltara-Champa 3rd line with OHE | 39.97 | Akaltara-Naila (16 km) has been completed. The section Naila-Champa (12 km) will be completed by June '99. |
| 8. | 1995-96 | Divra-Vasai | 90 | The work is progressing well. In phase-I 11 km from Vasai Road to Kaman would be completed by March '99 and 17 km from Kaman to Bhiwandi by June '99. Bhiwandi to Divra is targetted for Dec. '99 subject to removal of encroachments and availability of resources. |
| 9. | 1995-96 | Divra-Panvel | 47 | Work completed. |
| 10. | 1995-96 | Daund-Bhigwan | 32.42 | The balance work on bridge and formation and complete ballast collection would be completed in all respect by Dec. '99 for which adequate funds are available in 1998-99. |
| 11. | 1995-96 | Guskara-Bholpur phase-III | 24.15 | All tenders have been awarded except for Ajay bridge for which tenders have been opened and is under process. The work from Guskara to Pitchkuridhal (5.5 km) is expected to be completed in 1998-99 & rest of the section by Dec. '2000. |
| 12. | 1995-96 | Budge Budge-Akra phase-I | 7.85 | Earthwork and bridges is in progress. The work is targetted for completion by March, 2000. |
| 13. | 1995-96 | Tundla Yamuna Bridge | 24.6 | The work on Tundla-Etmadpur and the flyover is in progress. The earthwork and minor bridges have been complete. The scope of the work has been reduced and target for reduced scope of work is Dec. '99. |
| 14. | 1995-96 | Muradnagar-Meerut City | 39.62 | Earthwork and minor bridges completed. Tender for major bridges has been invited and will take about one year in completion. |
| 15. | 1995-96 | Ghaziabad-Muradabad Ph.-I | 37.68 | The work is in progress and the first block section Ghaziabad-Mehrauli (7 km) will be completed by August '98. The work on Mehrauli-Hopur section would be completed by Dec. '2000. |
| 16. | 1995-96 | Kanpur-Panki phase-I | 34.03 | The Survey for connecting central railway line with flyover has been completed. Earthwork is |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|---------------------------------------|-------|---|
| | | | | in progress and the work order for 76.2 m girders for flyover has been placed on Manmad workshop. |
| 17. | 1995-96 | Kuttipuram-Guruvayoor | 30 | The work was sanctioned as doubling. However, with doubling extended from Kuttipuram to Shoranur, this will now be a new line. The railway is updating the survey so that the requisite clearances can be obtained. |
| 18. | 1995-96 | Bangalore-Kengeri patch doubling | 23.59 | Due to low operational priority the work is frozen for the present. |
| 19. | 1995-96 | Raghunathpur-Rahama patch doubling | 53.37 | Earthwork major and minor bridges are in progress. The work is targetted for completion in 1998-99. |
| 20. | 1995-96 | Urkura-Raipur-Sarona | 11.9 | Urkura-Raipur (6.5 km) has been completed. The work is progressing well on the rest of the section and linking completed. |
| 21. | 1995-96 | Kota-Gurla Doubling of Chambal bridge | 11.68 | The work is making good progress and would be completed by this month end. |
| 22 | 1996-97 | Panvel-Roha land acquisition | 4.1 | Final location survey is in progress. Land acquisition would be taken up once the FLS* is completed. |
| 23. | 1996-97 | Patna-Gaya phase-I | 10 | Earthwork is nearing completion and bridge works are in progress. The work is expected to be complete by March '99. |
| 24. | 1996-97 | Gurup-Shaktigarh | 41.43 | Plan finalised. Work will be progressed as per availability of resources. The work has relatively lower operational priority. |
| 25. | 1996-97 | Alipur-Akra phase-I | 11.82 | The plans have been finalised and the work is to be progressed as per availability of resources. |
| 26. | 1996-97 | Gonda-Jarwal Road | 62.58 | The work is in progress and 20% earthwork and 21 minor bridges out of 33 have been completed. The work on 3 major bridges out of 8 have been started. |
| 27. | 1996-97 | Iruguru-Coimbatore | 25.11 | Plans and estimates are under preparation. The work would be taken up in the coming years as per availability of resources. |
| 28. | 1996-97 | Vijaywada-Krishna canal 3rd line | 23.52 | Plans and estimates are under preparation. The work would be taken up shortly. Adequate funds have been provided for earthwork and bridges planned in 1998-99 |
| 29. | 1996-97 | Korba-Sarabundia | 27.59 | The work is in progress and Sarabundia-Urga (6.5 km) will be completed by Sept. '98 and rest of the work by January '99. |

*FLS - Final Location Survey

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|--|-------|---|
| 30. | 1996-97 | Talcher-Cuttack-Paradeep 2nd bridge on Birupa and Mahanadi river | 93.1 | Soil investigation and detailed design on Birupa bridge has been completed and drawings are under preparation. For Mahanadi tenders for investigation and design have been opened and are under process. |
| 31. | 1996-97 | Dalkola-Kisanganj | 26.18 | Tender for earthwork, minor and major bridges have been finalised and other tenders are under finalisation. Two block sections from Kisanganj-Hatwar-Kanki (17 km) is targetted for completion by March '99 and rest by 1999. |

| Sl. No. | Projects | Year of Inclusion | Cost in Crores | Progress |
|---------|----------|-------------------|----------------|----------|
|---------|----------|-------------------|----------------|----------|

Metropolitan Transport Projects

| | | | | |
|----|--|---------|--------|---|
| 1. | Thane-Turbhe-Nerul-Vashi part of corridor No. 2 in Mumbai (19.00 km) | 1995-96 | 403.39 | Works in progress. |
| 2. | Balapur-Panvel doubling of Commuter line (10.90 km) | 1995-96 | 279.83 | Works in progress. |
| 3. | Kurla-Bhandup 5th & 6th line (10.00 km) | 1995-96 | 49.84 | Works in progress. |
| 4. | Belapur/Nerul-Seawood-Uran double line (22.30 km) | 1996-97 | 495.44 | Estimate has been sanctioned. |
| 5. | Quadrupling between Borivali-Vlvar (25.84 km) | 1995-96 | 401.66 | Detailed estimate has been sanctioned and works is in progress. |
| 6. | Santacruz-Borivali 5th line (15.81 Km) | 1995-96 | 64.17 | Land acquisition in progress. |
| 7. | Luz-Velacheri extension of MRTS (10.30 km) | 1996-97 | 605.70 | 3rd part of the estimate has been sanctioned and work is in progress. |

Workshop/Production Units

| | | | | |
|----|---|---------|-------|--------------------|
| 1. | CLW-Addl. facil. for manufacture of HHP 3 phase ABB locos | 1992-93 | 29.81 | Works in progress. |
| 2. | Ludhiana-Elect loco shed for homing 100 locos | 1996-97 | 24.35 | Works in progress. |
| 3. | Chitradurg-RDH-POH wagon facilities | 1996-97 | 33.84 | Works frozen. |
| 4. | Kazipet-Third Elect. loco shed for homing 100 locos | 1996-97 | 24.35 | Works in progress. |

Railway Electrification

| Sl. No. | Year of Inclusion | Name of work | Cost Rs. in crores | Progress |
|---------|-------------------|---|--------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| 1. | 1992-93 | Erode-Paighat-Ermakulam including Cochin Harbour Terminus | 156.09 | Section Erode - Shoranur commissioned. Progress till -March 1998 is 74%. Target : March 2000. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------|--|--------|---|
| 2. | 1992-93 | Renigunta-Guntakal-Hospet including Tornagallu-Ranjeetpura Branch line | 177.00 | Pended. |
| 3. | 1992-93 | Ambala-Moradabad : | 152.21 | |
| | | (i) Ambala-Saharanpur | | (i) Progress till March 98 is 63%. Target : March 1999. |
| | | (ii) Saharanpur-Moradabad | | (ii) Pended. |
| 4. | 1992-93 | Chandil-Muri-Barkakana | 45.06 | Completed. |
| 5. | 1992-93 | Jamadoba-Mohuda | 8.43 | Completed. |
| 6. | 1992-93 | Vijayawada-Visakhapatnam including Samalkot-Kakinada port branch line | 240.73 | Completed. |
| 7. | 1992-93 | Bandel-Katwa | 49.54 | Completed. |
| 8. | 1993-94 | Adra-Midnapur | 84.41 | Progress till March 1998 is 28%. Target : March 2000. |
| 9. | 1995-96 | Kharagpur-Bhubaneswar including Talcher-Paradeep Branch line | 310.19 | Progress 5%, Target : March 2002. |
| 10. | 1996-97 | Khurja-Meerut-Saharanpur | 89.21 | Pended. |

Telecom Projects

| Sl. No. | Year of Sanction | Description of the Project | Cost Rs. in Crs. | Progress |
|---------|------------------|--|------------------|--|
| 1. | 92-93 | Mumbai-Bhusawal Replacement of Microwave link by digital | 20.53 (DRF) | Building works have been completed. Construction of MW towers are in progress. Telecom equipments have been received. Overall Progress : 55% T.D.C. : 31.3.99 |
| 2. | 92-93 | Churchgate-Ahmedabad Replacement of analog Microwave link by (34+2) MB system. | 22.00 (DRF) | Part link between CSTM - Churchgate has been commissioned. Buildings works and towers have just been completed. Telecom equipments are under installation. Overall Progress : 75% T.D.C. : 31.12.98 |
| 3. | 96-97 | Chakradharpur-Rourkela-Jharsuguda : Railway owned optic fibre cable and Chakradharpur-Jharsuguda. Analog Microwave system. | 20.96 (DRF) | The work was originally sanctioned under BOLT scheme. No progress under BOLT could be achieved. The work has now been sanctioned under Railway's finance. T.D.C. : 30.6.2001 |

T.D.C. : Target Date of Completion

SHRI CHANDU LAL AJMEERA : Sir, the C&AG in his report has criticised Railways for not keeping in view the funds' position while issuing fresh sanctions. The Railways have added 1847 new projects from 1992-93 to 1996-97 at a cost of Rs. 22,875 crore. But the projects were frozen or slowed down due to paucity of funds. I would like to

know whether the financial implication of each project was worked out and studied. If so, why is the progress not seen in respect of the 235 works that have been under execution for the last five years ?

I want to know why the Peddapalli-Nizamabad

Railway Line Project which was taken up in 1992-93, is still pending. . . .(Interruptions)

MR. SPEAKER : Shri Chandu Lalji, you cannot make a statement in the Question Hour.

SHRI CHANDU LAL AJMEERA : Sir, the Andhra Pradesh Government has requested for introduction of a pilgrim train from Hyderabad with stops at Mantralaya, Puttaparthi, Tirupathi etc. The then Railway Minister on 1.9.97 had stated that the route was being worked out(Interruptions)

MR. SPEAKER : Shri Chandu Lal, please understand that this is a Question Hour.

SHRI CHANDU LAL AJMEERA : I would like to know why this train has not been introduced in this year's Budget. What is the present position about this ?

[Translation]

SHRI NITISH KUMAR : I have given a detail reply to the question asked about the whole country. There is no scope for any supplementary as such. So far as the replies of the starred or two-four question are concerned, I think it is not possible to hold a discussion on the present positions of the different projects being implemented throughout the country. Recently, Rail Budget has been discussed, in which everybody has put up his views before the House. So far as the position of the project is concerned or the report which they have referred to it is a convention that pending rail projects are also being taken up alongwith the new projects. The status paper has already been placed before the House, showing whole position in this regard and we also held a discussed on that.

So far as the details of the Project is concerned, I would lay the white paper stating the position of the whole project, date of its approval etc. on the table of the House in the last week of this session itself.

[English]

SHRI CHANDU LAL AJMEERA : I would like to know why is the Nandyal - Yerraguntla Project not taken up whereas the survey work was completed in 1997.

[Translation]

SHRI NITISH KUMAR : Not only the survey is completed but the details of the projects are also prepared, which are presented before the House and sent to Planning Commission, Expandant Board also, Cabinet Clearance is also sought in this regard and these projects are taken up only after completing these procedures. The Hon'ble Members, speaking on this subject, if wish, can

get all the information about the position of these projects from us.

SHRI BALRAM JAKHAR : I would like to ask a simple question from the Hon'ble Minister. I have seen the reply given to a question by you and observed that Rajasthan has been in the grip of nature's fury, particularly the Bikaner area.

There we are already facing paucity of water as it is a desert area and it hardly rains there. It had been written in your earlier reply. I know that the gauge conversion scheme from Rewari to Bikaner was already existing but there is no mention about that scheme in it. You kindly look into it and atleast get it renovated as it is a historical city. . . .(Interruptions) It is my submission. I would like to say one thing that if you want that a backward area should march ahead, then it is necessary to do it first. I request you to do that job. Would you please tell me as to why it is not mentioned in it though this has come up in your Board meeting also. I don't know why it is so. I know everything. You kindly pay attention to it and let me know later on as to when you are initiating an action in this regard. My second request is that though trains are running but now their halts at small stations have been stopped. It is said that these trains are uneconomical. Let the farmers board the trains. I have written a letter to you in this regard. Let me tell about it.

SHRI NITISH KUMAR : Mr. Speaker, Sir, this is not a question. He has just made a submission, we will definitely consider it.

[English]

SHRI BIKRAM KESHARI DEO : Mr. Speaker, Sir, the hon. Minister has agreed to place the White Paper in the House. We thank him for that. As we all know, out of the nine new zones which have been created, the East-Coast zone for Orissa is one of them. I would like to know from the hon. Minister what steps are being taken to activate this zone and get the divisions of Waltier, Sambalpur and Khurda amalgated into the East-Coast zone. When will this work start ?

[Translation]

SHRI NITISH KUMAR : This question does not arise from the main question.

SHRI BASU DEB ACHARIA : Mr. Speaker, Sir, it is our experience that implementation of the railway projects takes a lot of time. This system is prevailing for the last several years. Sanctioning and clearance process of the project and then the techno-economic survey, final location survey and tender finalisation takes 3-4 years period. The electrification of Adra - Midnapur section was sanctioned

in 1993-94 but so far only 28 percent progress has been made thereon. The second Kumarghat - Agartala Project was sanctioned in 1996-97. When it was already decided that the new line will be a broadgauge line, then why the survey was conducted in metregauge. It has been stated in the statement laid just now that the survey regarding conversion of metregauge into broadgauge will be conducted again.

[English]

MR. SPEAKER : There are other hon. Members also who want to ask their questions. So, please come to the question.

(Interruptions)

[Translation]

SHRI BASU DEB ACHARIA : We are coming to the point. It is a big problem. There is a metregauge line between Dharamtala - Kumarghat, it has to be converted into broadgauge as broadgauge conversion has been taking place in Silcher - Laming - Badarpur Section also. How can we reduce the period of 4-5 years taken in implementation of the project. We would like to include it in the White Paper which you are going to place. Whether there is any proposal of the Ministry of Railways to implement the project soon after its approval ?

SHRI NITISH KUMAR : Mr. Speaker, Sir, the funds available to the Railways for completing the sanctioned projects and the budgetary support being given to it every year. . . . (Interruptions)

SHRI BASU DEB ACHARIA : We are not talking about it, we are just talking about initiating the projects.

SHRI NITISH KUMAR : You first listen to me. . . . (Interruptions) You know everything. You have been the Chairman of the Standing Committee on Railways.

SHRI BASU DEB ACHARIA : We have given a suggestion only.

SHRI NITISH KUMAR : We have discussed this problem in the Status Paper also and would also like to place the White Paper regarding position of the Project in this session itself.

Mr. Speaker, Sir, to execute a project, it is necessary to have adequate provision for funds and today we will require atleast 35,000 crores rupees for completing the pending projects whereas we are provided only 2000 or 2100 crores rupees every year - we have to see it. It has only one solution that the whole scheme should be reprioritised or the Government should provide enough funds to complete the whole project. We have to opt one

solution. All these points have been discussed in this House and the hon. Members know it.

SHRI RAJO SINGH : You yourself are a Government.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker Sir, it is the demand of Railways that the Govt. of India should increase the Budgetary support. It is necessary to formulate project for the development of backward region, but where is the fund for that ? There is requirement of Rs. 6000 crores to complete the project of North-East, where as we could manage Rs. 200 crores every year; In view of this, you can easily calculate as to how long it will take to complete it. Every one knows about it. We have presented all these things in status paper. It is the question of every one's concern as to how it can be resolved.

[English]

SHRI SURESH KURUP (Kottayam) : All the time in being appropriated by the front benches only. We have a serious complaint.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker Sir, I would like to ask my question from Minister of Railways in two parts. One parts is that when we were in Govt., for the development of backward areas, we thought that the project should be taken for the development of those areas by giving relaxation in all the rules. As Shri, Basu Deo Acharia has said just now and the honourable Minister also knows that the survey is being made before taking up each project. After that it is referred to Planning Commission, then it goes to expanded board and then to cabinet and C.C.A. After completion of this process it is included in Rail Budget. The way in which honourable Minister is giving reply, it seems that when the sky falls we shall catch larks. It is not at all possible for backward areas. Therefore, it was said for the development of backward areas that even if the project is not economically viable and the Govt. considers that it is essential for the development of the backward areas then that project will be taken up and in view of this, the projects have been taken up in Bihar, North-East and all the places and these have been approved by the cabinet also. At last I would like to ask from the Govt. whether the projects, which have been sanctioned by the Railways, would be completed as early as possible because the procedure, which the Minister would adopt, will create difficulties for Railway Board and if we adjudge it from of economically viability point of view, then 90 percent projects of Railways would be rejected. Will you therefore take approval of the cabinet as early as possible for the projects, which have been sanctioned in Railways budget and where the Government is satisfied ?

I would like to ask the next question that when we were in the Government. Under the Prime Ministership of Shri Gujral the priority was already fixed for all the projects of Railways and it is also partially true to say that how will you provide funds to Railways. The new railway lines, for which the provision of Rs. 400 crores was made during the last year; I think that this amount has not been spent on new Railway lines. This time also, a provision of Rs. 500 crores has been made, it has also not been spent. If the allocation of funds is necessary, it is also essential that the funds should be spent on new Railway lines but the first part of my question is whether the work on those projects would be taken up immediately after taking clearance from the Cabinet or not; let me know about this.

SHRI NITISH KUMAR : Mr. Speaker Sir, In the beginning I have already said that as far as the backward areas are concern unremunerative projects have also been taken are being taken and can be taken because Rail lines, which will be laid for the development of backward classes, will not provide immediate return at required rate. Therefore where, there is negative rate of return or where, the required rate of return is not there, as the Railways desires, this type of new rail projects have been taken up for the development of backward classes if these are beneficiary plans. There is no question to amend that policy. This policy is continued in the same spirit and it will be continued.

Now the question is this, as honourable Paswanji said that how it will be implemented; every one knows about its implementation. That at present what ever projects are pending, including the projects of new rail lines, gauge conversion, doubling and electrifications if we combine these together then Rs. 35 thousand crores will be required to complete these projects and Railways may not have Rs. 35 thousand crores. So the rail lines for the backward areas, north-east, Kashmir or the projects of such other backward areas. . . .(Interruptions) the budgetary support of these areas should be enhanced. Secondly the fund, which is given for the development projects of backward areas, should not have the burden of dividend liability. It is also the views of the Standing Committee. We have also stated this point in our status paper.

As far as the question of prioritisation is concerned, the planning commission has again asked for prioritisation. Paswanji said that previous Govt. has adopted the policy of prioritisation. I agree that they had initiated the process of prioritisation on 18 March, that was the last day of their Govt., that day the process of prioritisation was launched . . .(Interruptions)

SHRI RAM VILAS PASWAN : On 9 March. I asked a very small question that will you take approval of cabinet for the projects, which you have sanctioned in the Budget. This is my simple question.

SHRI NITISH KUMAR : There is no question to stop any project from our side. For that we have been continuing that process with Planning Commission and C.C.A.

[English]

SHRI K. YERRANNAIDU : Mr. Speaker, Sir, my question relates to the projects proposed by the Minister of Railways. Everybody in this House knows that Parliament is supreme. You are the custodian of this House.

In the Eleventh Lok Sabha, the former Minister of Railways, Shri Ram Vilas Paswan announced many projects for the backward areas. Are those projects included in the present Budget or not? If not, why have they not been included? What is the status of those projects which had been announced by the previous Government? If they are not included that is a violation on the part of the Government of India. So, the hon. Speaker must take care that all those projects announced by the previous Government are included and completed as soon as possible as those are commitments.

SHRI NITISH KUMAR : I think, the hon. Member's apprehension is wrong. Not a single project has been dropped from 'the pink book'. I would like to advice him to go through the pink book of the Railways. He will find the answer in it that not a single project has been dropped. The projects which were announced or included in the Budget speech of any of the former Ministers of Railways have not been dropped by me. . . .(Interruptions)

The hon. Member will get the details project-wise after the White Paper is presented to the House.

SHRI ANIL BASU (Arambagh) : You are giving a chance only to Ex-Ministers. What about other Members?

SHRI T.R. BAALU (Madras South) : Mr. Speaker, Sir, my friend, Shri Nitish Kumar says that he has not dropped any project. At the same time, he cites many reasons in his Performance Report.

As far as the Tiruchi-Thanjavur-Nagore-Karaikkal line gauge conversion is concerned, he has said that the contractor was not up to the mark. He has directed Rs. 5 crores allocated to this work as the contractor has not carried out the work. When I wanted to ask why it was cancelled, in the Performance Report, he has said that the contractor was not up to the mark. He now cites operational priorities and fund constraints as reasons. In a way, he might say that it is because of fund constraints or operational priorities.

In that particular area, we have the famous Vailankanni Church of the Christians; in Nagore, we have a Muslim

Darga and in Thiruvavur, we have a Hindu Temple. Thus, we have got a lot of passenger potential. My question to the hon. Minister is this. What is the necessity to shelve this project without any reason ?

MR. SPEAKER : Shri Baalu, please understand that there is a lot of frustration among the junior Members since they are not getting any chance. I am appealing to the senior Members also to please understand this.

SHRI NITISH KUMAR : Sir, I do not find any question in his question !

SHRI T.R. BAALU : Sir, he has frozen this project; and he has not replied to it.

SHRI NITISH KUMAR : That is different thing.

SHRI T.R. BAALU : How is it different ? He was frozen this project.

SHRI NITISH KUMAR : Shri Baalu, you can come to me and get the details or you may wait till the last week of this session. I will give you each and every detail regarding each and every project. So, please wait till the last week of this Session.

Development of Software

*424 SHRI NRIPEN GOSWAMI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the software for networking arrangements exist at all locations where computerised reservation facilities have been made available and whether such arrangements have been developed further;

(b) If so, the details thereof; and

(c) the time by which all the State capitals are likely to be brought under networking arrangements ?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR):
(a) to (c) A project has been undertaken for networking of the five systems of Calcutta, Mumbai, Chennai, Delhi and Secunderabad. The software for networking has already been developed. The first phase of the project has been successfully completed by linking Delhi and Secunderabad systems. It is expected that the whole networking project would be completed by December, 1999. This will bring all Passenger Reservation System (PRS) locations under the network.

SHRI NRIPEN GOSWAMI : Mr. Speaker, Sir, the North-East being in the farthest corner of the country, may I know from the hon. Railway Minister whether he would be giving priority to bring the North-East under this software networking arrangement ? I would like to say that the North-East should be given priority and particularly,

Guwahati, so that it is brought under this networking system. May I know whether there is any proposal with the Ministry regarding this ?

[Translation]

SHRI NITISH KUMAR : The computerised public reservation system and passengers reservation system exist at all the places and it exist also at many places in North-East. Where earlier there was facility of computerised reservation on 300, this time after giving relaxation it has been provided on 200. In North-East, where, there is no rail head, this facility is available. The out station facilities is already available there. Even then if you feel that required there is something any where in North-East, you give in writing, I will certainly consider it.

[English]

MR. SPEAKER : Shri Nripen Goswami, please put our second supplementary.

SHRI NRIPEN GOSWAMI : Thank you very much, Sir.

MR. SPEAKER : What about your second supplementary ?

SHRI NRIPEN GOSWAMI : I have already put my supplementary.

MR. SPEAKER : Okay. Shri Govindan.

SHRI T. GOVINDAN : Sir, first of all, I would like to thank you for giving me an opportunity. My supplementary question is regarding the backwardness of my constituency with regard to railway projects. I would request the hon. Minister not to be little or to avoid this. I would like to draw the attention of the hon. Railway Minister towards the agitation launched by the passengers' association of my constituency in front of the Palghat Regional Railway Office.

Among other demands, one of the most important demands was to provide a computerised railway reservation system at my constituency, Kasargod. There was a proposal to provide it there, but unfortunately, it was delayed; and no reason was assigned for this. I would ask the hon. Minister as to when the computerised reservation system in the headquarters of my constituency, Kasargod will be established.

SHRI NITISH KUMAR : It will be done in this financial year itself.

SHRI C.P. RADHAKRISHNAN : Mr. Speaker, Sir, through you, I would like to raise a question. The Konkan Railway has already been opened for traffic. The Railway Minister has already diverted the Kurla Express through that line and there is also a proposal to divert even the