

neering College, Srinagar as per the State quota. We have been constantly requesting the Government to provide some seats in other engineering colleges, possibly in their own States. I would like to know whether this has been done or not.

SHRI ARJUN SINGH: So far as the Regional Engineering College of Srinagar is concerned, as a consequence of the problem that arose in the State many students had to come out. We have opened a camp college in Jammu where almost all the students who were studying in Regional Engineering College, Srinagar, have been admitted. If there are any cases beyond that, I would like to know it from the hon. Member and we will certainly try to help them.

[Translation]

SHRI MOHAN SINGH: Mr. Speaker, Sir, it is in the knowledge of the hon. Minister that free education up to M.A. level and up to the University level is imparted in Jammu and Kashmir. The difficulties and problems of those people have increased who have migrated from Jammu and Kashmir. When their problems have increased, in such a situation, under special circumstances they are being given admission to various Universities of India. What difficulty does the Government have in imparting free education to those students who have migrated from there and come here?

SHRI ARJUN SINGH: Mr. Speaker, Sir, I have made a request that the Home Ministry is giving thought to this issue and only they will decide this issue.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, I would like to know the number of the students who have not been able to seek admission to universities because of the lack of money and the number of such students who could not seek admission in that course and that class in which they were studying and what has the Government done to get such students admitted to that same course and that same class?

SHRI ARJUN SINGH: I have given a

reply about the lack of money. As far as admission in classes is concerned, admission cannot be allowed to be given against the admission rules of the University but the effort has been made that students should be shown maximum sympathy and given admission.

[English]

Calcutta Metro Railway

*186. **DR. DEBI PROSAD PAL:**
SHRI DAU DAYAL JOSHI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the basic plan of Calcutta Metro Railway project;

(b) when the project was started;

(c) the length of the line completed so far;

(d) whether the work is being executed as per schedule;

(e) if not, the reasons for delay in the timely execution of the project; and

(f) the remedial measures being taken/proposed to be taken to ensure its speedy completion according to basic plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) to (f). A statement is laid on the Table of the Sabha.

STATEMENT

- (a) Provision of 16.45 km long Metro Railway from Dum Dum Junction to Tollyganj.
- (b) 1973.
- (c) 9.8 km.
- (d) Work is progressing as per the revised schedule which envisages

completion of the project by 1995

(e) The initial completion schedule had to be revised due to -

(i) Inadequate availability of funds during the initial stages of the project

(ii) Delay by the State Government in the acquisition of land

(iii) Labour problems

(iv) Other factors such as delay in getting road traffic blocks from the local authorities, relocation of uncharted underground utilities like water pipes, sewer lines electric/telephone cables, etc

(f) (i) Allocation of funds for this project has been suitably enhanced

(ii) Constant liaison is being maintained with the State Government for sorting out the labour problems

(iii) State Government is being pursued for making available the remaining plots of land and arranging the required road traffic blocks

DR DEBI PROSAD PAL I want to ask for certain clarifications from the hon Minister When the Metro Railway Project was undertaken, it was conceived that it will constitute a major network in the transport system in the congested city of Calcutta It was started in 1973 More than 20 years almost have passed From the statement of the Minister, it appears that out of 16.45 km only 9.8 km of the project have been completed The two reasons which he has given are one is the inadequate supply of funds and the second is the labour problems

I want to know from the hon Minister as

to when this supply of adequate funds were made available to the Government? From 1973, if it has not been done so far, what is the increased cost because of this non availability of funds?

Secondly, he said, due to labour problems, in the year 1990 for more than eight months, the entire project had to come to a standstill Who was responsible for this labour problem?

SHRI MALLIKARJUN Sir, it is a fact that this project was commenced in 1973 The estimated cost was Rs 140 crore But up to 1978 or 1979 much could not be provided by the Planning Commission and only Rs 68 crores have been provided The cost has come to Rs 1330.8 crores

Now, the hon Member wants to know about the labour problem Of course, there was a labour problem with the contractors and not with us Because of that, there was a problem for four to five months There was some stagnation in the working capital But now the funds' position has improved and the Planning Commission is substantially allocating funds We hope to complete it by 1995

DR DEBI PROSAD PAL Due to labour problem, the hon Minister is saying that for four or five months, the work was stopped and the problem was with the contractors

Is it a fact that due to certain labour problems, regarding a few workers of the contractors, the entire work was stopped by one particular political group and the entire work came to a standstill? And what is the increased cost because of this stoppage of work for more than eight months?

SHRI MALLIKARJUN Sir it is obvious, due to stoppage of work, there was an escalation The work will suffer The hon Member's contention was that due to some political party, the problem occurred I do not want to go into it There are various other factors which have also to be taken cognizance of

[Translation]

SHRIDAU DAYAL JOSHI: Mr. Speaker, Sir, the hon. Minister may kindly state whether it is a fact that under the basic plan, the said railway project was to be completed by 1978? If so, what was the total expenditure that was to be incurred on 16.43% railway line under the basic plan and the total expenditure incurred by now? Secondly, the expenditure being incurred on per kilometers on the work that is in progress at present? At the same time, he has given some reasons. Had he not made any estimate previously that such and such difficulties would arise and had he not devised and way to overcome them? Kindly give a clear reply.

SHRI MALLIKARJUN: Sir, the allocation for the financial year was Rupees 125 crore. If we add it, we find that we have spent Rs. 1064.5 crore on this so far.

[English]

SHRI BASU DEB ACHARIA: This is not a fact. The problem was with the contractor. The contractor had no fund to start the work; because the contractor had no fund to start the work, the contractor stopped the work.

Now the target has been fixed to complete the Calcutta Metro Railway Project by 1995. Previously, the fund allocated for Calcutta Metro Railway was not sufficient; Rs. 130 crores were not sufficient. May I know whether the Government propose to allocate sufficient funds to complete the Calcutta Metro Railway project by 1995; if so, how much fund will be required? There was a proposal to extend the Metro Railway line upto Garia. Will the Government consider this proposal to extend the Metro Railway line upto Garia.

MR. SPEAKER: You will reply only first two parts of the question; you need not reply third part of the question.

SHRI MALLIKARJUN: He wants to know

whether we will be able to complete it by 1995 or not. We are confident that we will be able to complete the work by 1995. Even today we have a problem. The State Governments have to acquire ten plots; and out of ten plots, the acquisition proceedings with regard to six plots are pending in the Calcutta High Court. The fund will be available provide these things which also come in between have to be met with. There is no problem for the fund. We want to complete the work as early as possible so that we will be able to prevent escalation in cost.

He wants extension of railway line from Tollyganj to Garia. It is not possible because they have already taken so much time, which means another Rs. 300 crores. (Interruptions)

SHRI VIJAY NAVAL PATIL: For West Bengal, Calcutta Metro Railway, the Central Government is providing 100 per cent fund; but for new Bombay, SIDCO area .

MR. SPEAKER: This cannot be allowed:

(Interruptions) **

SHRI TARIT BARAN TOPDAR: What is the policy that is being adopted by the Railway for availability of fund to this department or that department, this sector or that sector including Calcutta Metro Railway?

SHRI MALLIKARJUN: The policy of the Railway is nothing, but we go to Planning Commission. It is the Planning Commission which allocates funds; on the basis of allocations of the Planning Commission, we take up this work, that work and include it in the Metro Railway. (Interruptions)

MR. SPEAKER: Q.No. 187.

(Interruptions)

SHRI NITISH KUMAR: I am on a point of order.