

January and February The police broke and went into hundreds of homes of countless innocent people, opened up bolted doors with bayonets and mercilessly tortured the people, even old people, women and children The police did not spare anyone.

Then, the army came When the army came, the people of Ahmedabad had a unique sense and also, in a sense, it is a point worth-noting in terms of anxious implications it has got The people of Ahmedabad disarmed the army! The army was garlanded by hundreds of citizens Not only that An Arti was performed by young girls and women wherever the army went I want this House to know one interesting thing As soon as the army was called in the people of Ahmedabad gave a new slogan and wrote it on the walls of Ahmedabad They said We do not want to fight with you It is the State police which was fighting against us We are not against you We want food Instead of food, we are being given bullets We are being tortured, we are being tear-gassed, we are being lathi-charged, we are being mercilessly beaten"

This was the slogan

“मगर हमारा जवान हमका गाली मारेगा तो
 तो हमारा लहू बहेगा”
 मगर हमारा जवान हमका राटी देगा तो हमारा
 लहू बनेगा।”

If meant “If you shoot us, our blood will go into the streets But if you give us roti, you will become our blood brother” So, the army said, “We have nothing against you” This is how the army was completely disarmed This is what happened

As I was saying earlier, enough of destruction was done Nearly hundred innocent people have died There has been such debasing of democratic values, principles and practices There has been a complete deterioration in political and parliamentary way of life The Chamanbhai Patel Ministry was born in sin and was thriving on sin. It has ultimately gone the

way the sinners go! We are very happy that it has gone We do not want to step there. We feel that the entire Assembly of 160 MLAs and more particularly the ruling 140 MLAs have lost their creditability in the eyes of the people of Ahmedabad and of other places in Gujarat.

MR CHAIRMAN. You may continue tomorrow

We now take up the Half-An-Hour Discussion Shri Vayalar Ravi

17 29 hrs

HAI F AN-HOUR DISCUSSION

ELECTRIFICATION OF ERNAKULAM TRIVANDRUM RAILWAY LINE

SHRI VAYALAR RAVI (Chirayinkil): Chairman Sir I have taken the floor of this House to draw the attention of the Government to the necessity of electrifying the Ernakulam-Trivandrum railway line and even upto Mangalore line

In reply to my Question, the hon Minister, Mr Qureshi, has been forced to sign an answer which is usually given by the Master, the so-called Railway Board, in an evasive way

He says

‘Due to low density of traffic and the heavy capital investment required, the electrification of Ernakulam-Trivandrum section is not considered economically justified in preference to trunk routes”

I do not know wherefrom the Minister got the information Of course, his officials sitting in the Railway Board might have supplied him or he may have taken out from some kind of a report from somewhere In this connection I would like to mention, before coming to the subject, how they answer questions, how they mislead Parliament, how they evade and give untrue answers to the House I shall give one example about which I have talked to him

[Shri Vayalar Ravi].

once. I sent a letter, when Mr. Hanumanthaiya was the Railway Minister, about making Perunguzhi a flag station, and his reply was that there would be a loss to the extent of Rs. 17,000 because the income was Rs. 2,200. I represented again in 1973 and again the same reply has been given, namely, that there would be a loss to the extent of Rs. 17,000 forgetting the fact that the income, meanwhile, has gone up to Rs. 4,500, nearly double. They simply look to the old file and send a mechanical reply to even Members of Parliament. I do not know what action will be taken against those officers who mislead you, me and Parliament. This is how they answer questions. That is why I say that the Railway Board will kill you and the whole country.

Now I come to the subject. The hon. Minister has said about density of traffic and heavy capital investment. The density of traffic alone cannot be the criterion for electrification of railways. You must consider the other aspects also—the socio-economic condition of the State and also the availability of electricity. I also disagree with his point about density of traffic. We have also to consider the density of the population of the State and the investment made so far in the State. In this connection I would like to point out that Kerala is not a State which can be compared with the other States; it is an urban or semi-urban State. Now the metre gauge is being converted into broad gauge from Ernakulam to Trivandrum and the entire terminal station may be shifted from Ernakulam to Trivandrum. All express trains may start from Trivandrum. That is what is going to happen within a couple of years.

About availability of electricity, we have surplus and cheap electricity. Our Kerala Government has offered at the rate of three paise per kilowatt which is the cheapest. We are supplying electricity to Madras where they are running electric trains. These urban trains have been subsidised in Bombay and other metropolitan cities. We do not want any subsidy for urban trans-

port system. Cheap and surplus electricity is available in Kerala; we have no problem on that account.

Now what is the density of the population of Kerala? It is about 1,000 to 1,200 per kilometre whereas the density of population of other States is as follows: Andhra Pradesh 157, Assam 150, Bihar 324. The density of population in the case of Kerala is 1,000 to 1,200. You have to count on this basis. The density of traffic is the highest in Kerala.

Take the total income of the Southern Railways in 1970-71. Thirty per cent of the income is from the Kerala lines which constitute only eleven per cent of the Southern Railway lines. What is your total income in 1971-72? It is about Rs. 44,000 million and we are contributing Rs. 1,000 million. How can you say that the density of traffic is low? When they made the feasibility studies for Ernakulam-Trivandrum railway line years ago, they made the calculation that this much would be the density of traffic. But now it has gone up by 600 per cent. Your calculation is wrong. All your calculations are based on untrue things. Now take the 220 km route length of Ernakulam-Trivandrum. There are 42 stations. The length of Mangalore-Trivandrum route is 635 km and the total number of stations is 25. It shows that on this route for every 4.5 km there is a station. We are wasting about 2 hours only on stopping and starting of the trains on this Trivandrum-Ernakulam line. If electrification comes, we can save that much time of the people. Also see the density of the traffic. Now the students' agitation is there in Quilon and Parur and other areas in my constituency because there are only two trains and they cancelled the trains for coal shortage.

I can give you the number of passengers at every station. Trivandrum-Peta 1592 passengers every day. Tandapuram—1240, Unchikode—1079 and then Parur—3000. I can give the list to the Minister provided he does not allow himself to be misled by his officials. This shows how much traffic

is there. Suppose you electrify it, it will speed up the whole transport system. I have no doubt by electrification the entire traffic system and the infra-structure in my State will be changed.

The other point you will have to consider is the investment. I do not know whether they have submitted any report about the investment. But according to me, it will be about Rs. 15 crores for electrification upto Trichur. May I know from the Minister as to how much is spent for diesel? You spend about Rs. 1.5 to 2 crores every year and you need two train-loads of coal every day for running the trains in my State. For running my trains you have to carry coal from the trouble spot of Dhanbad, all the way to South. If you do not move the coal in time, you cancel the trains. You sit in Olavakkot or Madurai and cancel the trains. But the affected students are agitated and they stop the trains. Then you cancel the trains. You need two train-loads of coal. How much expenditure does it cost you? How much traffic dislocation does it cause?

Have you calculated it?

Now there are one lakh of vehicles on roads in my State. Naturally, if this line is electrified, 10 per cent of that traffic can be shifted to the railways. We, in our State, produce coffee, tea and all export items. Then we are saving fuel to the extent of Rs. 3 crores every year. On the whole the railways can save Rs. 5 crores by this electrification and if you calculate all other benefits that will accrue, the total will come to Rs. 6-7 crores a year. It means that two years of savings only are required to electrify the railway line from Trivandrum to Trichur.

In this connection, may I draw the attention of the Minister as to how they have treated Kerala so far. The Minister, while answering some of my questions earlier, said 'we are considering zonal-wise and not State-wise'. Good, at least

the railways are above the linguistic parochial feelings. The Minister, of course, may be aware of the fact that after Independence out of the 4673 km of new railway lines they have constructed, you were good enough to give us only 155 km. You can imagine how much of an expenditure has come to my State.

Take the metre gauge line from Salem to Bangalore. It is useless. It is all due to bad planning of the Railway Board. If it had been only a broad gauge, all the Kerala trains can go straight from Trivandrum to Bombay instead of going through the present long route. I do not know how many trains run on this line. My friend, Mr. Gopal says only one train runs. Now, the average railway line in our State is only 4 km for 1 lakh of population while the national average is 15 km. Then none of the major railway depots or stores is in my State.

There are two divisions, Olavakode and Madurai. There are depots sub-depots and stores; but there is nothing in Kerala. The maximum distance is 607 km and the minimum distance is 330 km. They promised a workshop but now they say, no, no. This is how they treat Kerala in the matter of railway construction in the entire country. Your whole approach must be changed. This is my submission. Instead of the calculation of the entire economics of the transport as a whole, they calculate only his goods traffic alone. This must change, as I have already submitted. The introduction of this new railway line will mean very many benefits in the matter of socio-economic impact of this region and of this State. There are so many essential goods to be transported like coir, tiles etc, and these could not be transported because of the wagon shortage. You say, you have no priority to E or F or I. You do not give priority here and on that account they are suffering very much. If you electrify upto Mangalore the whole transport system will change. Rs. 13 crores of investment can very easily be done. The Kayamkulam-Ernakulam line

via Alleppey can be undertaken. This will connect Alleppey with Ernakulam. This is only for 97 kilometres. Still Government are not prepared. Mr. Hanumanthaiya, when he was a Minister, ordered a survey; still nothing has been done there. The Railway Board is thinking in their own old way and old approach. This is still the thinking of the old hierarchy; they grab more and more; expand more and more and corner the Ministers. They do not have modern outlook. My request to the Minister is this: Instead of going to the advice and report of the officials you yourself must make a study in this matter and see how much you can save foreign exchange. Kerala has offered cheap electricity and it can be harnessed for the service of the nation. The whole infra-structure of this area will change by this arrangement. This is my submission. Two hours of time can be lessened in the matter of transport.

You need not say that funds are not available because there are Rs. 600 crores which are available for expansion in the Fifth Plan. This can be utilised.

I am sure the hon. Minister will consider this legitimate demand and plea made to him and I hope that he will come out with a statement that he agrees to the demand made in this regard. The people of Kerala are the people who are the sufferers in the matter of railway constructions. The facts and figures show that it is necessary to electrify the railway line as I have already mentioned and I hope the hon. Minister will accept my suggestions.

SHRI JYOTIRMOY BOSU (Diamond Harbour): First of all, I understand that considering the density of population in Kerala, the railway line is too meagre. Secondly, the growth of railways since 1947, if taken into consideration, is also very meagre in this country. Thirdly, you have surplus electricity which, they could make use of at a very cheap rate, which, in fact, if I may say so, may be going waste or may be used for some non priority purposes.

Then, from the railways point of view, when you choose between dieselisation and electrification, if you ask me, from whatever little knowledge that I have acquired, I have been going through certain papers on transportation and so I say that electrification is far more desirable because you have a terrific shortage of liquid fuel in the country, there electricity is useful.

Then the question of air pollution etc., is there. From the point of view of investment, if I am right, electric engine is more desirable compared to a diesel engine. Therefore, Shri Mohd. Shafi Qureshi should here and now make a statement and we expect him to give an assurance here and now on the floor of the House today that he would accede to what has been asked for by Shri Vayalar Ravi. We are fully with him in this regard and so the Minister should accede to his request and give us an assurance because although Kerala makes a lot of money in foreign exchange by exports and other cash crops, you have been showing them a big banana for the last 27 years. It is about time that you accede to this request. I am not interested in your being unusually kind to Birlas. In U.P. you have gone in for an aluminium plant at a cost of Rs. 2 crores but the yield from it is next to nothing.

So, I request you to accede to the request and tell us here and now on the floor of the House that the Railways accept the proposal and they will execute it as early as possible.

श्री जयु लिलये (बॉका) : समापति महोदय, यह बहस अभी मतलब की होगी जब रेल मंत्रालय इन सभी सवालों पर राष्ट्रीय हित की दृष्टि से सोचेगा। लेकिन लगता है कि रेलवे बोर्ड का प्रीर प्रकल का कोई सम्बन्ध नहीं है, प्रीर इस का नतीजा, यह हो रहा है कि आजादी के बाद सत्ताहस साल हो गये यह छोटी लाइन का निर्माण करते रहे। स्वराज्य के बाद रेलवे लाइनें बनी हैं लेकिन गलती यह रही कि उन को ब्राड गेज का बनाने के बजाय मीटर गेज का बताया गया। अब कन्या

कुमारी तक इस रेल को बढ़ाने का काम हाथ में लिया गया है। मैंगलोर से कन्या कुमारी तक रेल का सीधा सम्बन्ध हो जायेगा। रेल बोर्ड ने बड़ी शकल का काम किया कि मैंगलोर से बम्बई का भी सम्बन्ध हो जायेगा। केरल का बम्बई से कितना नजदीक का सम्बन्ध है, यह कोई कहने की बात नहीं है।

जहां तक ट्रैफिक डेन्सिटी का सवाल है, बम्बई से कन्या कुमारी तक जो रेल लाइन जा सकती है वह रत्नागिरी में लाई जाये, साउथ कनारा से लाई जाये, केरल के मारे जिलो से लाई जाये। उन की जा पर कैपिटल आबादी है वह उत्तर प्रदेश और बिहार को छोड़कर हिन्दुस्तान में सब से अधिक है। इस लिये मैं मंत्री महोदय से जानना चाहूंगा कि क्या युद्ध-न्तर पर कन्या कुमारी से बम्बई तक ब्राड गेज लगाने का काम करने की बात वह सोचेंगे ?

दूसरी बात यह कि क्या यह सही नहीं है कि कोयले के अभाव में आज बहुत सी ट्रेने बन्द हो रही है। 19 तारीख का ही प्रश्न है, उस के बारे में पूछा गया था।

"Q. Whether, last year, a number of trains had to be cancelled because of shortage of coal ?

A. Yes."

और आगे कहते हैं :

"A close coordination is being maintained with the coal producing authority for augmenting the supplies of steam coke"

स्टीम कोल की बहुत कमी है। डीजल का जो खर्चा है वह बढ़ता ही चला जाएगा। डीजल के उत्तर प्रदेश के कुतर्षों को मदेवदर रहा है। आपने अभी तक नहीं बढ़ाए हैं लेकिन 28 तारीख को जब बस्ता खोला जाएगा तो कौन कौन से नए टैक्स आप निकालेंगे इसका पता चल ही जाएगा। डीजल महंगा होता जाएगा। क्रूड आयल की स्थिति

सारे विश्व में मुश्किल हो गई है। आप आपने देश में क्रूड आयल निकालने की क्षमता नहीं रखते हैं। आप इस मामले में बहुत ही निष्कामे साक्षित हुए हैं। ऐसी स्थिति में क्या बिजलीकरण के अलावा और कोई रास्ता है।

एक और मेरा सीधा सवाल यह है कि एक टन कोयला लोकोमोटिव में जलाने से जिनकी शक्ति उत्पन्न होगी क्या उम एक टन कोयले की बिजली बनाने से उसके अधिक शक्ति उत्पन्न होगी? अगर यह बात स्पष्ट है तो मैं कहूंगा कि हाइड्रो इलेक्ट्रिसिटी के रिसोर्सिस उस इलाके में कितने हैं, कितने नहीं है, वह तो अपनी जगह पर चीज है लेकिन कोयले के बारे में मैं यह कहना चाहता हू कि अगर इसके लिए यह आवश्यक हो तो कोई थर्मल स्टेशन कायम किया जाए। तो क्या आप ऐसा भी करेंगे? मैं दो चीजों के बारे में जानना चाहता हू। क्या आर्थिक दृष्टि से कोयला जलाना फायदेमन्द है या उस कोयले की बिजली बना कर उसको इस्तेमाल करना फायदेमन्द है? यदि बिजलीकरण फायदेमन्द है तो हाइड्रो इलेक्ट्रिसिटी, जो पानी से बिजली बनती है वह तो अलग चीज है, उसकी केरल में कोई कमी नहीं है, कोयले से भी क्या आप बिजली बनाएंगे? मैं अपेक्षा करता हू कि मंत्री महोदय घोषणा करें कि बहुत जल्दी बम्बई से कन्याकुमारी तक ब्राड गेज बन जाएगी और पूरी लाइन का बिजलीकरण किया जाएगा ताकि देश हित को ध्यान बढ़ाने का काम किया जा सके।

SHRI C. K. CHANDRAPPAN (Tellicherry): It is a fact that the Railway Board has been denying most of the railway lines asked for in the under-developed regions in our country in the name of economic feasibility. On the same day when Shri Vayalar Ravi was asking this question, the Railway Minister who spoke on behalf of the Railway Board said that the railway line connecting Alleppey to Quilon and Ernakulam was not feasible, the railway line connecting Kottayam and Madurai was not feasible, the one connecting Coorg and Mysore and Tellicherry was not feasi-

[Shri C. K. Chandrapan].

ble and the line connecting Apta and Mangalore was not feasible. I would request that the Railway Ministry should make some new studies and a new approach has to be evolved to decide what is meant by economic feasibility.

For the development of the railways, when we were ruled by the Britishers, military movement was the main consideration for constructing a railway line. In Kerala, we had the experience of Shoranur being connected with Nilambur to quell the Moplah rebellion. Although the same people are not sitting there today in the Railway Board in the sense that the people now are black people, yet they have the white brain of the old Britishers and they are denying everything in the name of economic feasibility. So, my first point is that a new approach has to be evolved in regard to this consideration of economic feasibility.

They should take into account the development of the hinterland, the economic development of the region.

With regard to electrification of lines in Kerala, we have argued everything. I would only like to add one point here. For the purpose of food rationing, the whole of Kerala is treated like a big city, Bombay, Calcutta, Delhi or any other. That was how statutory rationing was introduced. Contiguous villages and towns are all spread over. There is no doubt that if new rail lines are built, connected and electrified, they can run on a sound economic basis.

So my request is will Government re-examine what the Railway Board has thrust upon Government in the name of economic feasibility? Secondly, will they consider favourably the request of Kerala to have more railway lines and also to electrify all those lines so that they can run fast and ~~it will be~~ economically feasible also?

श्री जयलाल राव जोशी (भाजापुर) आवादी के उपरान्त भी यदि किसी एक महकमे में योजना रहित काम चालू है अब तक भी तो रेलवे में है। आज देश के सीमावर्ती प्रदेशों में वास्तव में जिस गेज की जरूरत थी वह अब भी नहीं बना है फिर चाहे वह पश्चिमी हो या पूर्वी हो। वहां मीटर गेज लाइन चलती है। योजना प्रयोग भी इस बात को स्वीकार करता है कि जहां पर मीटर गेज है वहां देश का समुचित आर्थिक विकास नहीं हुआ है। जहां ब्राड गेज है और जहां मीटर गेज है वहां भी विकास में अंतर आया है। केरल वास्तव में एक बड़ा शहर देश के अन्दर फैला हुआ है ऐसा कहा जा सकता है। यन्त्र जो आवादी का है, मुझे लगता है कि हिन्दुस्तान के अन्दर कोई भी ऐसा भाग नहीं है जिस के साथ उसकी तुलना हा सकती हो। यह कहा गया है कि डैसिटी आफ ट्रेफिक नहीं है। इसका कारण आपका केरल में ही नहीं और भी जगह ढूढना होगा। कारण यह है कि गाडिया का आवागमन इतना अनियमित हो गया है कि लोगो का उम पर से भराता उडना जा रहा है। इसकी वजह से ट्रेफिक कम हुआ है। जहां तक गुड्ड ट्रेफिक का सवाल है एक जगह में माल भेजा जाए तो दूसरी जगह वह मुरिशन पट्टच जाएगा इसका भरोसा नहीं होता है। इस वाले जितना माल रेलो से जाना चाहिये नहीं जाता है। इसको हम समझे। मुझे लगता है कि यह जो दलील दी जा रही है कि डैसिटी आफ ट्रेफिक नहीं है यह एब थोपी दलील है क्योंकि यदि अरनाकुलम और त्रिवेन्द्रम का बिजली-करण हो जाए तो कोटायम और चयनासेसी आदि बड़े शहर हैं वहां आपकी बहुत ट्रेफिक मिल सकता है और आपका ट्रेफिक बढ़ सकता है। दूर दृष्टि से यदि आप कल्पना करेगे तो पता चलेगा कि हाइड्रो इलेक्ट्रिसिटी की केरल में बहुलता है। धीरे-धीरे कोयले और आयल की शोर्टेज भी आज देश के सामने हो रही है। वह समस्या भी हमारे सामने है। देश के आन्वी बता रहे है कि आगे चल कर अणु बिजली ज्यादा मुनाफा देने वाली सिद्ध होगी। अणु बिजली के आधार पर बिजली का उपभोग करने हम लगे तो इसके लिए आवश्यक कच्चा माल केरल में भरा

पक्का है। वहाँ पर ह्यूज डिपार्टिस्ट भाक यूरेनियम है। कलपाकम मे एक केन्द्र भी बनने जा रहा है जो 1974 मे शुरू होगा। बिजली की कोई कमी नहीं होगी। समय में नहीं आता है कि रेलों का काम कैसे चलता है। जहाँ कोल फील्ड हैं वहाँ इलेक्ट्रिक गाडिया चलती है। कलकत्ता से लेकर इधर तक वास्तव मे जहाँ उसकी जरूरत है वहाँ नहीं चलती है। एक मित्र ने बताया कि यहाँ से कोयला सारा उठा कर केरल तक ले जाया इसकी क्या जरूरत है। वास्तव मे हमारे पास वहाँ बिजली भी है और कल को ग्रणु बिजली भी हा सकती है। इस मामले जो दलील रेलवे बोर्ड द्वारा दी जाती है उस मे कोई बज्रन नहीं, उसका कोई अर्थ नहीं। एक भूतपूर्व मंत्री श्री हनुमंतया न कहा था कि बेयर शुड बी परमपैक्टिव प्लानिंग दन रेलवेज। उन्होंने भाषवामन था कि एक ही गेज रहे। उनकी गाडी कौन से गेज में घर तक जा रही है इसका कुछ पता नहीं। सब गेज इन टैक्ट हैं। हम जो एक बार कहते हैं उसका अमल मे लाए तो लोगों मे असन्तोष नहीं पैदा होगा। ऐसा न करने पर असन्तोष पैदा होता है। पन बिजली और आगे चल कर ग्रणु बिजली इन दोनों दृष्टियों से जहाँ विपुलता है ऐसे केरल के अन्दर इस माग की आपकी पूर्ति करनी ही चाहिये।

18 hrs.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): At the outset, I would like to dispel the idea that Kerala has been discriminated against so far as railways are concerned. It is absolutely not correct. The development of railway traction in the country is done on broader national considerations. As has been stated by so many friends, there is cheap power available in Kerala. It is not the only factor which influences the selection of railways for electrifications. Besides cheap electric power, there are other factors which have to be taken into consideration, things like the density of traffic, gradients and the contiguity with other electrified sections and the future prospects of traffic in that particular area, etc.

I appreciate the anxiety of the hon. Member that we should have more railway lines in Kerala. As he knows, this is a metre gauge section and it was during Shri Hanumanthaya's time that it was decided that it should be converted into broad gauge. This section is 220 kilometres in length and its conversion will be completed by the end of 1976 or in the beginning of 1977.

I would like to clarify one position; when we talk of the density of traffic it is true that we take into consideration the population also. But the question is, what is available to the railways in that particular section is the main criterion for determining the lay-out of new lines.

SHRI C. H. MOHAMED KOYA (Mangalapuram): The trains are not running on time.

SHRI MOHD. SHAFI QURESHI: It is true that for the electrification of the railways, a large investment is necessary; there is no doubt about it. But, as compared to the other modes of traction, electric traction would be one of the cheapest and we should go on for it, and that has been the policy of the railways.

Some hon. Member made a reference— I think it was Shri Jagannathrao Joshi—that Mr Hanumanthaiva had said that we should have a perspective planning for the railways. I think that is being done, because from steam we have proceeded to diesel and from diesel we want to go in for electrification, but because of the recent energy crisis, there can be some serious re-thinking in the railways that we should have more power and we should try to have more electric traction in the country.

Considering the traffic density, it has generally been found that 14 to 15 million gross tonne kilometres per route kilometre per annum makes electrification schemes financially viable. When we take this traffic in the Ernakulam-Quilon section, it is about 3.1 GTKM.

श्री. म. सु. लिनवे मंत्री महोदय रोड ट्रांसपोर्ट की कै सिटी भी बतायें। जैसे जैसे डीजल महंगा होता जायेगा लोग डाइवर्ट करना चाहेंगे। उस को तो आप ने पकड़ा ही नहीं है

Take a dynamic view.

SHRI MOHD. SHAFI QURESHI : This is a point which has to be considered, and I am not sure whether that point has been taken into consideration, that in case diesel becomes costlier and the buses have to be taken away from the routes . . .

SHRI MADHU LIMAYE : Goods traffic.

SHRI MOHD. SHAFI QURESHI : Possibly there will be a slight change.

The point is whether it will come to 14 to 15 million GTKM.

SHRI MADHU LIMAYE : Have a new survey.

SHRI MOHD. SHAFI QURESHI : It is a question of fixing up priorities. As compared to the density figure for the Ernakulam-Trivandrum section given above, the traffic density figures for the other trunk routes—Bombay-Delhi, Bombay-Calcutta, Bombay-Madras, Madras-Calcutta and Madras-Delhi—vary from 9.35 million GTKM to 24.55 million GTKM in certain areas.

SHRI C. M. STEPHEN (Muvattupuzha) : What about the Ernakulam-Shoranur line where the traffic density is far higher than on the Ernakulam-Trivandrum section where it is lower because it is a metre-gauge line? On the broad gauge section, the traffic is absolutely higher; it is one of the highest in India. Therefore, you cannot calculate the possibility of this inter-relation on the basis of the backwardly designed railway line. On the metre gauge it is lower; when you convert it into broad gauge, as in Shoranur to Ernakulam, you find the traffic density is considerably high.

SHRI C. H. MOHAMED KOYA : What about the availability of cheap electricity on that section?

SHRI MOHD. SHAFI QURESHI : When I made a reference to Bombay-Madras, Bombay-Delhi or Madras-Delhi lines, they were high density sections and even if we have to electrify all these routes should be given priority; normally you will agree that priority should be given to areas where there is high density. That is the point I am making . . . (Interruptions). The

route kms. yet to be electrified on the trunk routes work out to \$,700. I can assure the hon. Members that as and when we update the traffic survey, we shall take into consideration the suggestion made by hon. Member Madhu Limaye because that is a factor which should be taken into consideration. In case diesel becomes prohibitively costly we shall have to think how much traffic will be available to the railways. . . . (Interruptions). A recent study on electrification indicates that about 10,453 route kms. will have enough traffic density to justify electrification by 1988-89. These sections cover not only all non-electrified sections of the trunk routes but a few others. Arkonam Cochin section figures in this but not Ernakulam-Trivandrum.

A study made a few months ago on electrification of Mangalore-Cape Comorin section which also includes Ernakulam-Trivandrum section showed that on a capital investment of Rs. 50.7 crores, the return would be 5.8 per cent if electricity is available at 45 paise per unit and 6.5 per cent if it is available free of charges. The return is much less than 10 per cent which is considered reasonable for electrification. The hon. Member has said that it will be available at three paise. It will have to be recalculated but we shall find out what is the position.

AN HON. MEMBER : Why not calculate the savings on coal also?

SHRI MOHD. SHAFI QURESHI : As I said the return is much less than 10 per cent I have said that we shall update the studies and take all the factors into consideration and see how best we can do this. I cannot make a commitment offhand at this stage that it will be taken up by this date or that date. I may also inform the hon. Members that availability of finance is one of the big constraints and if more funds are available conversion to electrification of more sections could be taken up.

18.10 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, February 26, 1974/Phalgun 7, 1895 (Saka).