

load and importance as well as availability of funds.

[*Translation*]

**Gauge Conversion of Miraj-Goa Section.**

8701. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Miraj-Goa Metre-gauge section into broad-gauge for providing direct train service between Delhi and Goa; and

(b) the steps taken so far in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A survey for conversion of Miraj-Bangalore, and other connected MG branch lines, totalling 811 km to broad gauge was carried out in 1984. Though the survey was recently updated to arrive at the latest estimated cost, due to poor traffic prospects and constraint of resources, there is no proposal at present to take up this conversion project. However, Roha-Udupi BG rail link project approved in 1990-91, is expected to provide a BG link to Goa. A new BG/MG daily train between Delhi and Goa via Miraj is being introduced with effect from 18.6.1990.

**Doubling and Electrification of Delhi-Meerut Line**

8702. SHRI HARISH PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for doubling and electrifying the Delhi-Meerut railway line;

(b) if so, when the work on this project is likely to be commenced and the estimated expenditure to be incurred thereon; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, Delhi to Muradnagar is already a double line and Delhi-Ghaziabad section is electrified.

(b) Does not arise.

(c) With the commissioning of Delhi-Shahdara-Baghat-Saharanpur BG line two alternative routes are available between Ghaziabad and Saharanpur—one via Meerut and the other via Delhi-Shahdara-Baghat. With this arrangement, the line capacity available on Delhi-Meerut single Railway line is adequate.

Electrification of Railways being a capital intensive work, investments on electrification within the limited resources available are made as per priority, on sections which have high traffic density. Presently, priorities are to complete electrification of Delhi-Bombay (via Central Railway Route), Delhi-Madras (via Grand Trunk Route) and Howrah-Bombay (Via Nagpur Route) and some other heavy traffic density routes. In view of these priorities and constraint of resources, there is at present, no proposal to electrify Ghaziabad-Meerut section.

[*English*]

**Production in BHEL, Haridwar**

8703. DR. BHAGWAN DASS RATHOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether a part of the total production in the Bharat Heavy Electricals Limited, Haridwar is done by the ancillary units;

(b) if so, the steps Government propose to reduce the production in the ancillary units; and

(c) whether the production capacity of the BHEL plant at Haridwar is being fully utilised?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). BHEL have developed ancillary units at Haridwar and other places where their plants are located and orders are placed on ancillary units depending on requirements of BHEL, Haridwar.

Government have not taken any decision to reduce the production in the ancillary units.

(c) During 1990-91 the capacity utilisation of BHEL Haridwar is likely to be 74%.

### Underground Rail System

8704. SHRI N.J. RATHVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a new scheme for construction of under-ground and overground rail system all over the country is envisaged during the Eighth Plan;

(b) if so, the details thereof and in how many States, it will be introduced initially;

(c) the expenditure involved on this scheme; and

(d) when a final decision is likely to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) to (d). Do not arise.

[*Translation*]

### Electrification of Delhi-Rohtak and Delhi-Panipat Line

8705. SHRIKAPIL DEV SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme for the electrification of railway line between Delhi-Rohtak and Delhi-Panipat, if so, by what time it is likely to be completed; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) (i) There is no proposal to electrify Delhi-Rohtak section.

(ii) A proposal for electrification of Delhi-Ambala section of which Delhi-Panipat forms a part, is presently under consideration.

(b) Presently, priorities are to complete electrification of Delhi-Bombay via Central Railway route, Delhi-Madras via Grand Trunk route, Howrah-Bombay via Nagpur route and some other heavy density routes. In view of these priorities and constraint of resources, there is, at present, no proposal to electrify Delhi-Rohtak section.

[*English*]

### Production and Sales Target of H.M.T. Ltd.

8706. SHRI PRAKASH KOKO BRAHMBHATT: Will the Minister of INDUSTRY be pleased to state:

(a) whether the H.M.T. Limited has set group production and sales target during 1990-91;

(b) if so, the details thereof;

(c) whether some of the units of the HMT Ltd. in various States have been closed down due to disturbances; and if so, the names of such units; and

(d) the names of units at present working and those incurring losses?