

Electrification of Rail Tracks

*23. SHRI CHINTAMANI JENA†:
SHRIMATI MADHURI

SINGH : will the Minister of RAILWAYS be pleased to state :

(a) What was the Government's proposal for the Sixth Five Year Plan in regard to the electrification of rail tracks ;

(b) the area covered during that plan period ;

(c) whether the work of electrification of rail tracks suffered during that plan period ;

(d) if so, the details thereof and main reasons therefor; and

(e) the Government policy for electrification of rail tracks during the Seventh Plan ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) It was proposed to complete the electrification of about 2750 Route Kilometres of Railway line during the Sixth Five Year Plan.

(b) to (d). The electrification work actually completed in Sixth Plan period will be about 1600 Route kilometres, the shortfall being mainly due to constraint of resources.

(e) The policy during the Seventh Plan is to progress electrification on the trunk routes Delhi-Bombay, Delhi-Madras and Bombay-Calcutta. In addition some other important sections from the operational point of view are also proposed to be electrified to ensure better movement of vital commodities.

SHRI CHINTAMANI JENA : May I know the estimated cost of electrification of 2750 route kilometres of railway line during the Sixth Five Year Plan ? What was the actual amount available for it and what was

the cost to electrify 1600 route kilometres of railway line in the Sixth plan period ? Is it a fact that the only reason for the shortfall of 1150 route kilometres is not constraint of resources but non-availability of energy for electrification by the State Electricity Boards ? If so, what is the Government planning to overcome this difficulty in future in case the State Electricity Boards concerned are not ready to supply adequate energy for this electrification work ?

SHRI BANSI LAL : Sir, I have not got the calculated figures of the Sixth Five Year Plan but the expenditure on one Route Kilometres is Rs.21 lakhs to Rs. 25 lakhs

SHRI CHINTAMANI JENA : Sir. I have asked my question in two parts which have not at all been replied. The first part of my question was what was the estimated cost of this 2,750 kilometres of railway lines.....

(Interruptions)

MR. SPEAKER : He has not got the calculated figure he has given you the figure for one kilometre.

SHRI K. P. UNNIKRISHNAN : He has asked about the total Plan period.

MR. SPEAKER : What he has replied is he has not got the calculated figure ; he has quoted the figure for one kilometre. He can send it.

SHRI CHINTAMANI JENA : The second part of my supplementary was whether the constraint of resources is the only reason for the shortfall or some other reasons are also there, like the non-availability of energy. If so, what are the Government planning to work on it ? This was the last part of my first supplementary.

MR. SPEAKER : You can ask only one question.

AN HON' BLE MEMBER : This is the last part of the first question.

SHRI CHINTAMANI JENA : In the last part of the reply, the hon. Minister has mentioned some trunk routes to be electrified during the Seventh Plan period. I may mention that this type of shortfall is definitely having adverse effect on the national economy because there is no planning to electrify the entire route.....

(Interruption)

MR. SPEAKER : You put the question now.

SHRI CHINTAMANI JENA : Some portion of the route is electrified and some portion is left because of the constraint of resources. I am giving you one example.....

(Interruption)

MR. SPEAKER : You are just elaborating something.

SHRI CHINTAMANI JENA : From Howrah to Madras, the route has been electrified up to Kharagpur. Vijayawada to Madras is also electrified. But the middle portion is left. So, may I know whether the hon. Minister will look into it so that the entire route is electrified when once it is taken up? One portion is.....

(Interruption)

MR. SPEAKER : You are just lecturing something. It is not a question, it is a diagram.

SHRI CHINTAMANI JENA : This is having adverse effect. So, may I know the reasons for the shortfall.

[Translation]

MR. SPEAKER : In case you have further information, please inform the House.

SHRI BANSI LAL : Sir, I have no further information.

[English]

MR. SPEAKER : I could not get

anything out of his question, you let me know if you have got anything. He is asking why this shortfall is there and what steps you are going to take. That is what I have come to know.

SHRI BANSI LAL : The shortage is due to constraint of funds. He has asked about the target of the Seventh Five Year Plan. The target for the Seventh Five Year Plan is 3,500 Route Kilometres.

[Translation]

SHRIMATI MADHURI SINGH : Mr. Speaker. Sir, I would like to know from the hon. Minister whether government has formulated any scheme for the electrification of Railway track in North Bihar. Electrification has not been done in respect of railway track in North Bihar so far. In view of the traffic on Patna-Barauni-Katihar line it is necessary to electrify this track.

[English]

SHRI BANSI LAL : The routes which we are going to electrify are the following : Bayana-Gangapur, Kota-Ratlam, Jhansi-Bina-Itarsi, Wardha-Balharshah, Itarsi-Nagpur, Balharshah-Vijayawada, Bhusawal-Nagpur, Itarsi-Bhusawal, Nagpur-Durg, Champa-Gevra Road and Tundla-Agra-Bayana.

(Interruptions)

MR. SPEAKER : He says these are the only routes. They have got nothing else in the current plan.

PROF. MADHU DANDAVATE : I would like to know from the hon. Minister.....

MR. SPEAKER : To the Minister from the ex-Minister.

PROF. MADHU DANDAVATE : Somebody said 'the late Minister'.

MR. SPEAKER : Why should I do that ?

PROF. MADHU DANDAVATE :

Is it not a fact that, as far as fuel expenditure is concerned, as compared to steam traction and diesel traction, electric traction is the cheapest, where the per km cost would be almost one-fourth? That being so is it not feasible to go in for a greater degree of electrification? Is it not a fact that the only constraint in this respect is that the cost of electrification per km is considerably large and, therefore, the Raj Committee was appointed to find out ways and means to reduce the cost per km of electrification of routes? Is it not a fact that their recommendations are already out? If they are out, will the hon. Minister give an assurance to this House that the Raj Committee report will be implemented and the pace of electrification will be improved?

SHRI BANSI LAL : So far as electrification is concerned, it is true that previously electrification was much cheaper. Now it is not cheaper on all these routes, because of the increase in tariff by the State Electricity Boards at their sweet will. Only the high density areas are economic to be electrified.

PROF. MADHU DANDAVATE Sir, I would request the hon. Minister to check up the figures. Even up to date, energy consumption is far less than that of coal and diesel, so far as electric traction is concerned. He can check up the figures. If hydel power is made available, it will be still cheaper.

SHRI BANSI LAL : That is not true for low density sections.

Popularity of Delhi Ring Railway

*25. **SHRI R. P. DAS :** Will the Minister of RAILWAYS be pleased to state :

(a) Whether the Ring Railway in Delhi is as popular as are the short distance electric trains in Bombay, Calcutta and Madras ;

(b) if not, reasons therefor ?

THE MINISTER FOR RAILWAYS :
(SHRI BANSI LAL) : (a) No, Sir.

(b) The Ring Railway in Delhi has not gained popularity mainly due to Ring Railway not passing through the thickly populated areas or industrial complexes, whereas the DTC Services, namely, Mudrika, Laghu-Mudrika and mini bus services serve such areas directly and with fare.

SHRI R. P. DAS : Although the ring railway is in service for over two years, it could not fill the need or solve the chronic problem of mass transportation. The other side of the story is that Government have already spent over it Rs. 300 million. In spite of that, it has proved a grand failure, a commercial flop, as compared with the electric trains in Calcutta, Bombay and Madras. In view of this I would like to know from the hon. Minister whether the EMU services will be kept to the minimum level as is being done now or increase the frequency of services to every ten minutes, which is wide in keeping with the suburban services. If so, the reasons thereof; and if not, the reasons for not being so.

SHRI BANSI LAL : At present there are six trains in the evening six in the morning and we have no plan to introduce every ten minute services i.e. more services, because the passengers are very less available on these services. But, now we are thinking to increase it up to Palwal and Ghaziabad. And if the passengers increase, we will introduce more trains.

SHRI R. P. DAS : My second question is : since the Delhi Ring Railway does not pass through any of the established transport corridors and since it has proved to be a big commercial failure and since most part of the Ring Railway is essentially avoiding lines meant for goods movement, I would like to know from him, how does his Ministry plan to make it a viable alternative mass transport system with a view to