

not deny that requirement. But it does not fall under certain rules and criteria which we have observed for such projects. We have requested the Bihar Government...

SHRI NARAYAN CHOUBEY : Change the rules, if they don't allow it.

SHRI RAJESH PILOT : When we change the rules, you make a joke that we are going to pass into the 21st century. I have requested the State Government to take this project under their scheme and under the World Bank scheme, there are some funds available. We will try to help them through that scheme.

SHRI D.P. YADAVA : The distance between Mokama and Farakka is about 275 kms., and provision of no bridge at such a long distance over the mighty river Ganga is causing us a great concern. In view of that, I shall appeal to the hon. Minister that instead of taking it under the road system of economic importance, please accept it as a road of national importance and put it on National High Way system like Garudpur, Wumka—Birpur N H. system.

SHRI RAJESH PILOT : I shall help the member further. It is 280 kms and not 275 kms. It is a general request. But the point is that under E & I, we cannot take a project of Rs. 50 crores. By the time it comes up, it is going to touch Rs. 60 crores or so. With our resources, it is becoming difficult,

PROF. MADHU DANDAVATE : You have predicted a further price rise.

SHRI RAJESH PILOT : If you see escalation and other things, it will further rise. I do feel, as I have said in my earlier statement, that if you get it taken up through the State Government, it will help you. Under the World Bank scheme we have cleared 8 such projects this time on the National High Way. We will certainly consider it under that scheme and try to help the State in that respect.

PROF. N.G. RANGA : Government

themselves have taken up the question of protection of people from natural disasters. This is one of the causes for the natural disasters. Is it not possible for the government to consider it as a matter of prevention of natural disaster also, and then on that ground, perhaps the Planning Commission as well as the World Bank may help you for fund.

SHRI RAJESH PILOT : It is a bridge.

MR. SPEAKER : I do not know, Prof. Ranga how does it help to check natural disaster?

(Interruptions)

MR. SPEAKER : Next question.

DR. G.S. RAJHANS : One clarification!

MR. SPEAKER : Let me know what more can be got out of it. Can there be any more result out of this? I have to decide it.

(Interruptions)

MR. SPEAKER : I have allowed three supplementaries and the scope of this is limited. Well; this is my judgement. This is all right.

[Translation]

SHRI RAMSWROOP RAM : Bihar is a backward State.....*(Interruptions)*

MR. SPEAKER : You are quite right. Please sit down.

[English]

Mankhurd—Belapur Rail Project

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'62, **SHRI SHARAD DIGHE :**
SHRI MAHENDRA SINGH :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have taken a

decision to expedite the Mankhurd-Belapur rail project to improve the transport system of the metropolitan region of Bombay; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) A statement is given below.

Statement

(a) Yes, sir.

(b) There was considerable resource constraint to progress the various metropolitan transport projects in different metropolitan cities. The total allocation in the 7th Plan for these projects is Rs. 400 crores because of which it was not possible to allocate sufficient money for Mankhurd-Belapur rail link. To tide over the financial resource constraint the Maharashtra State Government has agreed to bear the cost of execution of formation; track bridges and electrification for the construction of Mankhurd-Belapur rail link by raising debentures through the agency of City and Industrial Development Corporation of Maharashtra Government. The cost of the balance work of the project would be met by the Railways from their own plan allocation.

SHRI SHARAD DIGHE : I am thankful to the Transport Minister firstly for giving this answer 'Yes, Sir.' as far as the first part of my question is concerned, namely, "whether government have taken a decision to expedite the Mankhurd-Belapur rail project to improve the transport system of the metropolitan region of Bombay." I also take this opportunity of thanking the Transport Minister for not raising the fare of the season ticket for the suburban trains in Bombay.

SHRI P. KOLANDAIVELU : And also for raising the fare of Mail and Express Trains.

SHRI SHARAD DIGHE : However, in the second part of the question, the answer given is : "To tide over the fina-

ncial resource constraint in Maharashtra State Government has agreed to bear the cost of execution of formation, track bridges and electrification for the construction of Mankhurd-Belapur rail link by raising debentures through the agency of City and Industrial Development Corporation." That means the rest of the things are to be done by the Central Government. You have provided in the Budget yesterday only Rs. 10 lakhs for this project, as I see it on page 29 of the Explanatory Memorandum of the Railway Budget.

MR. SPEAKER : I do not know what are you doing ?

SHRI SHARAD DIGHE : What is the amount which the Maharashtra Government is going to bear for this part of the project ? And what is the amount which the Union Government is going to bear for the rest of the part of the project ?

SHRI MADHAVRAO SCINDIA : I can only give the approximate figure. This project was initially calculated to cost about Rs. 120 crores. By the time it is completed, the cost will probably go up to Rs. 150 crores. So, the part to be financed by the debentures raised by CIDCO will be given to us, which will be about Rs. 110 crores and approximately again, the balance would of course be financed by us, that is Rs. 40 crores. The possible areas of responsibility have been worked out. So, really it depends on how much amount out of that cost would be on those areas of responsibility. For instance, the areas of responsibility of the Maharashtra Government are to bear the cost of execution of the formation of track, bridges and electrification and the rest like car sheds and rolling stock and all the other things are supposed to be borne by us. Ultimately, it will depend upon the final costs of these items and upon the areas of responsibility.

SHRI SHARAD DIGHE : In view of the fact that you have provided only Rs. 10 lakhs in this Budget; how long—approximately—will it take to complete this project ?

PROF. MADHU DANDAVATE : Twenty-second century!

SHRI SURESH KURUP : Till the proper amount is provided.

SHRI MADHAVRAO SCINDIA : I think the Railways are Working a little faster than they did in Prof. Madhu Dandavate's time. Therefore, I am in a position to assure the hon. Member that once the money is received by the Maharashtra Government we should take between four and a half to five years to complete the project. The main item of expenditure is a bridge across the Thane Creek which is estimated to cost about Rs. 20 crores earlier, and which is likely to cost Rs. 40 crores by the time it is completed. As far as the other item of expenditure go, the hon. Member need not worry—I do not think he should worry—about it. But initially the cost will be financing by the Maharashtra Government and I can assure the hon. Member that there will be no laxity on the part of the Railways to meet their responsibility in this particular case.

SHRI MAHENDRA SINGH : I would like to first congratulate the hon. Prime Minister for announcing funds for this scheme and also the hon. Transport Minister and State Minister for expediting work.

In this connection I would like to know from the hon. Minister whether it is a fact that the new line will be on A.C. system instead of the old D.C. system and, if so, due to change over to A.C. from D.C. lot of inconvenience like over-crowding etc., will be caused to commuters, because they will have to change trains at Mankhurd. And, what are the steps that are being taken to deal with the situation?

Secondly, while congratulating the hon. Minister for not levying any burden on the middle classes and lower middle class commuters, and especially the suburban services, I would like to draw his attention to the fact that a lot has to be done. I would also like to know what the hon. Minister has done for improving the services

on the Central Railway for suburban passengers.

MR. SPEAKER : This does not pertain to this question.

SHRI MAHENDRA SINGH : It is really concerning this Question.

SHRI MADHAVRAO SCINDIA : I am in a happy position to answer the second question also.

The matter raised by hon. Member is a technical matter and it is indeed a very relevant and important question. It is considered that in future, generally, the Railways should go in for AC systems for their suburban train services because AC systems are less capital intensive. A thinner copper wire is used and, because of that thinner copper wire, the sub-stations are that much less and they are at greater distances and also there is a less risk of a fire hazard in the sub-stations.

It also requires lesser maintenance and lesser operating cost. It is generally felt that we should try to go in for AC system. As far as the Mankhurd-Belapur link is concerned, though this matter is still under review, we envisage that we should go in for AC system for all future expansions.

I agree with the hon. Member that if the passengers have to change from AC to DC systems, there may be some inconvenience experienced by them. We are trying to overcome that by trying to see that we get the rolling stock and EMU coaches which would run on AC/DC systems so that no changeover is required. But the entire matter is under examination. The convenience of the Bombay suburban passengers is very very important to us. And all these minor inconveniences that may arise we are trying to overcome by bringing in AC/DC systems.

About the second part of his question since July and December, Central Railway has increased their daily suburban services from 830 to 913 which is 10 per cent more than what was earlier. In the new programme, 1986-87, we intend to bring in 13 more rakes for Central Railway

services and we hope to increase the service even further.

MR. SPEAKER : Mr. Raju, are you also concerned with Bombay?

SHRI ANANDA GAJAPATHI RAJU : Not Bombay but logical extension of Bombay.

SHRI MADHAVRAO SCINDIA : The logical extension is not 2000 miles eastward.

SHRI ANANDA GAJAPATHI RAJU : India is a large country. So, it can be 2000 miles.

Yesterday, the Railway Budget was presented and not a single line or facility was created...

MR. SPEAKER : You can do it at the time of Railway Budget and not now. I will not allow this.

SHRI ANANDA GAJAPATHI RAJU : Vijaywada is the link between north and south as far as the railways are concerned. It is a very important link. What has been done to increase the facilities at Vijaywada and in Andhra Pradesh? It is the logical extension of a link between north and south.

SHRI MADHAVRAO SCINDIA : Regarding extending the Mankhurd—Belapur link to Vijaywada, we are not intending to do so.

PROF. MADHU DANDAVATE : First would like to take note of the reply given to the first question asked by Mr. Dighe that the total cost of project would be Rs. 20 crores. Having full confidence on the inflationary pressure on the economy he says that it will go to Rs. 150 crores. He has suggested that through CIDCO Maharashtra Government would be able to provide Rs. 110 crores and only Rs. 40 crores would be provided by the Railways. I would like to ask a specific question in the light of an announcement made by the chairman of the Planning Commission and the Prime Minister of the country, Shri Rajiv Gandhi, on the floor of the House.

He has started that if the congestion in big metropolitan cities like Bombay, Delhi, etc. is to be avoided, then the counter-magnets beyond those cities should be created and communication and transport facilities should be made available and that Government would like to give priority to that in order to avoid congestion in cities like Bombay. Since Bombay is a fit case to fall into the norms given by the Prime Minister and since already a new Bombay has been constructed beyond Bombay and this particular route Mankhurd-Belapur is the link between old Bombay and new Bombay, will the Minister re-consider his outlook and give priority to this particular area in view of removing congestion and, therefore, instead of insisting that Maharashtra Government should give Rs. 110 crores out of Rs. 150 crores, will he change the balance and try to give more allocations from the railways as a special case?

MR. SPEAKER : Do you not realise that two minus make one plus.

SHRI MADHAVRAO SCINDIA : Again I would like to emphasise... (*Interruptions*)

PROF. MADHU DANDAVATE : If you require time to think over, you can reply afterwards.

SHRI MADHAVRAO SCINDIA : No, I require no time. (*Interruptions*)

PROF. MUDHU DANDAVATE : Because you have to consult the Prime Ministers also. He has made an announcement.

SHRI MADHAVRAO SCINDIA : I would like to emphasise again that the estimates of Rs. 110 crores and Rs. 40 crores that I have given are the approximate estimates. The spheres of activity have been, more or less, apportioned between us and it will really depend on the cost of those spheres of activity. This I wanted to re-emphasise because you seem to lay stress again on the exact amounts. As far as further review of the spheres of responsibility of this particular construction work on this particular Railways is concerned, we would like to take on many more responsibilities. Prof. Dandavate

said that our view should be a very broad-minded one. I can assure him that this Government has a very broad-minded view but as far as the Railway Ministry is concerned, due to very poor planning between 1977 and 1979, our broad view has, perforce, become narrow. Today we are putting in the Depreciation Reserves Fund Rs. 1,250 crores and unfortunately the backlog that we have inherited from 1977-79, when only Rs. 140 crores was put into DRF, leaves us in the position where we have to fix priority for our aims. There are certain areas, certain backlogs which Prof. Dandavate knows very well, which we have inherited. Now we must try and see that we clear those backlogs.

MR. SPEAKER : Next question. Shri Krishna Iyer.

PROF. MADHU DANDAVATE : One minute, Sir. Every time there is reference to Janata Government. Once allow a No-Confidence Motion against the Janata Government with retrospective effect so that we will reply.

MR. SPEAKER : Professor Sahib must know that No-Confidence Motion will be passed.

AN HON. MEMBER : That is already passed.

Introduction of a Direct Superfast Train between Bangalore and Howrah

*63 **SHRI V.S. KRISHNA IYER :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that at Madras, the Bangalore passengers are finding it difficult to get accommodation in trains to Calcutta; and

(b) if so, whether Government propose to introduce a direct superfast train between Bangalore and Howrah and to other cities in eastern India?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is a small waiting list and to meet this, the

railways are proposing to increase reservation quotas for through passengers from Bangalore to Howrah.

(b) No, Sir.

SHRI V.S. KRISHNA IYER : I am really surprised that the hon. Minister says that the waiting list has been very small. I do not know on what basis he has arrived at that conclusion. I know the real facts in my constituency. Probably he depends upon the figures given by his office. But the fact is that many of the passengers who want to go to Calcutta, on being told that their position in the waiting list is so and so, go by the unreserved compartments. So, the figures given by the office are not correct. May I know the figures of the waiting list which he has collected. He has said that it is a very small waiting list. So, I would like to know the figures which is there in his file now.

SHRI MADHAVRAO SCINDIA : Sir, according to the figures available with us, approximately 20 persons are wait-listed daily for reserved accommodation in the through second-class sleeper coach between Bangalore and Howrah, and the number of wait-listed passengers from Bangalore against the second-class quota by 4 Madras-Howrah Mail is approximately 5 per day.

SHRI V.S. KRISHNA IYER : Because a number of persons have approached me, that is why I have put this question, and I should say that the information given by the hon. Minister is not correct. I would request the hon. Minister to have a physical check, both at the Bangalore station and the Madras station. The figures given by the hon. Minister are far from the truth. He knows what happens at the railway stations. Therefore, I should like to know from the hon. Minister whether, till such time a direct train is provided, he will at least increase the number of direct bogies from Bangalore to Calcutta.

SHRI MADHAVRAO SCINDIA : Our capacity of coach is 72 and since the number of wait-listed passengers is approximately twenty—since the hon. Member wants us to verify this figure, we