

In the planning for the year 2001 besides other things, all the concepts are there and walled city has been included in it.

SHRI PRATAP BHANU SHARMA: What is the budget allocation for it?

SHRI DALBIR SINGH: Right now I am not in a position to give the details of the scheme for the year 2001. However, if the hon. Member wants the details of the current year, then he may table a separate question.

SHRI JAI PRAKASH AGARWAL: Mr. Speaker, Sir parking place for 700 cars is being built there. Will it reduce congestion or increase it?....(Interruptions)

[English]

SHRI KHURSHID ALAM KHAN: The heart of Delhi, which is known as Shahjahanabad, is around the main centre. There was a big scheme to re-build Shahjahanabad but nothing has been done. A committee was also appointed to look into the re-building of Shahjahanabad. I do not know what happened to the findings of that committee. Initially this Shahjahanabad was meant for 60,000 people when it was built during the time of Shahjahan but more than seven lakh people are living in that area now. Naturally the area is a slum. So I would like to know what is going to be done to remove this condition and provide little more facilities of clean water, clean air and little space for the children to play?

[Translation]

SHRI DALBIR SINGH: Mr. Speaker, Sir, I do not have with me the information about Shahjahanabad particularly. However, I assure the hon. Member to give him the details.... (Interruptions)

SHRI JAI PRAKASH AGARWAL: Mr. Speaker, Sir, this is very bad. We want your protection. Sir, Shahjahanabad means walled city. But if the hon. Minister brushes aside the questions like this, then what is the use of asking questions.....(Interruptions)

[English]

Banspani-Jakhpura Railway Line

*471. **SHRI HARIHAR SOREN†:**
SHRI CHINTAMANI JENA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Orissa has agreed to bear all the expenditure required for purchase/acquisition of land for the second phase of Banspani-Jakhpura railway route;

(b) whether some iron ore importing countries have proposed to finance this project;

(c) if so, the details thereof; and

(d) when the work on this project is proposed to be taken up?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) and (c). Construction of Daitari-Banspani rail link is being considered as a part of the Iron Ore Export Project via Paradip Port to South Korea. The financial arrangements are yet to be finalised.

(d) Does not arise at this stage.

[English]

SHRI HARIHAR SOREN: Mr. Speaker, Sir, it is seen from the reply of the hon. Minister that this project is of great importance but the Minister is not giving so much importance to this project because they are stating that this project is only required for the export of iron-ore. Actually this project is very much necessary for the development of the tribal area like Keonjhar where there is no rail link. These projects were sanctioned before Seventh Plan but till today no finance

has been made available for the construction of the full project. Only a portion of the project has been constructed, that is, from Jakhpura-Daitari which is not at all useful unless the project is completed from Jakhpura-Banspani. Minister has also replied to me at different times that this project is going to be taken up by Hundai Corporation of South Korea but this thing has not yet materialised. I would like to know in detail whether the project is going to be taken up by the Railway Department or it will be constructed by the Hundai Corporation of South Korea?

[*Translation*]

SHRI MAHABIR PRASAD: Mr. Speaker, Sir, the question of the hon. Member is about Banspani-Jakhpura railway line. Sir during the discussion on the project with the Government of Orissa, it was decided that the project will be implemented, keeping in view the scheme of export of iron-ore from the mines of Keonjhar and other mines lying in that area. Sir, the stretch of 33 kms. between Daitari and Jakhpura has been completed. After that, the second stretch between Daitari and Keonjhar is of 90 kilometres. When the question of taking up this stretch came, a meeting was arranged with the Planning Commission in which it was pointed out that transportation of iron ore from this area would be done through railways. But in spite of completion of 33 kms. railway line from Jakhpura to Daitari, the transportation of iron ore is done by road. Therefore, we will reconsider about it. As regards the construction of stretch between Daitari and Banspani for export of iron-ore, I would like to inform that in June 1985 M/S Hundai Corporation of South Korea agreed to provide loan to the M.M.T.C. to develop Paradip Port for export of iron ore. There are three points in it. First development of Paradip port, second, development of iron-ore mines of that area and third, construction of rail link between Daitari and Banspani. A Committee has been set up in this regard. This committee will look into the aspect of environment also. After the submission of the report of the committee, I

will definitely consider whatever has been said by the Member. The question of provision of money by the Ministry of Surface Transport is also involved in it.

[*English*]

SHRI HARIHAR SOREN: Whether it is a fact that the land acquisition work has already been completed in respect of a portion of Daitari to Keonjhar? Is the Government of Orissa also proposing to acquire the land from Keonjhar to Banspani so that the project comes up immediately?

[*Translation*]

SHRI MAHABIR PRASAD: Sir, the land acquisition cost for the construction of railway line is negligible as compared to its total estimated cost. The land acquisition cost of Rs. 2.16 crores is only 4 per cent of the total estimated cost of Rs. 57 crores. Therefore, I request the hon. Member to impress upon the Planning Commission to allocate the extra amount required for it and help us. Then only we can further think on it.

[*English*]

SHRI CHINTAMANI JENA: Sir, before putting my supplementary, I would like to inform the hon. Minister that he has now answered the supplementary of Mr. Soren that the iron ores are sent to Paradip port by road and not by rail. This is due to the fact that, the railway line was not constructed and completed in time, so, the iron ores were brought to Paradip port by road. And therefore are not giving importance for the construction of this line, namely Jakhpura-Banspani. When the project could not be completed on time, naturally, the iron ores are sent by road. Besides that, may I know from the hon. Minister whether it is a fact that our iron ore is facing steep contest in the international market for, which the Ministry of Customs is urging on the Ministry of Railways to complete the second phase of Jakhpura-Banspani railway line soon? If so, what is the reaction of the Ministry? May I also know whether South Korean Govern-

ment is expressing their desire to provide financial assistance through their Hondai Corporation for construction of this railway line to take our iron ores? If so, what is the reaction of the Ministry?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): As my hon. colleague said, a final decision on this matter can only be taken after the Ministry of Surface Transport has finalised its iron ore export project, including the funding arrangements, etc.

SHRI BRAJAMOHAN MOHANTY: The South Korean Project Report is now ready. I would like to know from the hon. Minister whether the Railway Ministry has the information whether this Jakhpura-Banspani railway line has been included in that Project report or not.

SHRI MADHAVRAO SCINDIA: A negotiating team has been set up by the Ministry of Surface Transport for examining all the technical and economic aspects and after we hear from the Ministry of Surface Transport, further consideration of this particular project can take place.

Change in Indian Airlines Schedule

*472. **SHRI V. SREENIVASA PRASAD†:**
SHRI ATISH CHANDRA SINHA:

Will the Minister of **CIVIL AVIATION AND TOURISM** be pleased to state:

(a) whether Indian Airlines has changed its schedule recently;

(b) whether it has withdrawn its services from various sectors and points; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a)

Yes, Sir.

(b) and (c). Indian Airlines has changed its schedule and withdrawn combined services on some sectors on account of capacity constraints arising of the grounding of two B-737 and two HS-748 aircraft.

SHRI V. SREENIVASA PRASAD: The hon. Minister has just now stated that the Indian Airlines has changed its schedule and withdrawn services on some sectors on account of capacity constraints arising out of the grounding. This is not only the reason. Sometimes due to the sudden technical faults and not mainly due to the shortage of the aircraft, the frequent change of schedule and withdrawals take place. Therefore, I would like to know what efforts are being made to acquire more aircraft so as to avoid this frequent change of services.

SHRI SHIVRAJ V. PATIL: I have already said in this House itself that we have contracted to get 19 aircraft and 12 more aircraft will be contracted to be acquired later on. We are trying to get six aircraft on lease also and with that it will be possible for us to meet the requirements of the passengers and the people of the country

SHRI V. SREENIVASA PRASAD: My second supplementary is not related to the main question but I take this opportunity to ask the question from the hon. Minister. Bangalore is the best State capital in the country

The SAARC summit was also held in Bangalore. It is a fast growing city in the Asian sub-continent, and it has developed industrially and commercially. Though it is such an important place, there is only one flight between Delhi and Bangalore. Earlier there were two flights, one going via Goa and the other is airbus. After the Boeing flight has been cancelled, it is very difficult for the passengers and Members of Parliament and others to come to Delhi. Will the Minister consider introducing one more flight between Bangalore and Delhi.