

(a) whether financial sanction for constructing another bridge on Chambal river on Agra-Gwalior railway line has been issued;

(b) if so, the time by which construction of this bridge will be started; and

(c) if not, the reasons therefor and the time by which financial sanction for constructing this bridge will be issued?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) The construction of a second bridge was not found to be an immediate necessity. However, with a view to meeting the future increase in traffic, a Final Location Engineering Survey for the work has been included in 1989-90, budget.

SHRI KAMMODILAL JATAV: Mr. Speaker Sir, I wanted to know from the hon. Rail Minister whether a second bridge will be constructed over the Chambal river on the Agra-Gwalior railway line as in the absence of the same trains moving to and from Madras, Orissa, Bombay and Calcutta invariably run behind schedule. The hon. Minister replied that survey for the work has been included in the 1989-90 budget. I would like to know by which the second bridge will be constructed.

SHRI MAHABIR PRASAD: I have already clarified that a second bridge was not found to be an immediate necessity. There are 32 trains moving on this line with an interval of 2-3 hours. A final location engineering survey for the work has been included in the 1989-90 budget. It is not possible to specify a time limit for the construction of the bridge but if the survey shows an increase in traffic to more than 42 trains we shall take a decision in this matter.

[English]

Jammu-Udahmpur Railway Line

*144. SHRI MOHD. AYUB KHAN: Will the Minister of RAILWAYS be pleased to state the estimated expenditure incurred so far after March, 1988 on the construction of railway line from Jammu to Udhampur and the progress achieved so far?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): The expenditure incurred on this construction after March, 1988, is Rs. 8.7 crore so far, and the upto-date progress on the project is 13%.

MR. SPEAKER: Yesterday too there was a confusion about the names and today the same problem has arisen again. We had solved this problem yesterday.

[English]

SHRI V. SOBHANADREESWARA RAO: Confusion worse confounded. (*Inter-ruptions*)

[Translation]

SHRI BALKAVI BAIRAGI: Mr. Speaker, Sir, this is Q. No. 144 and you have also imposed Section 144 on it.

MR. SPEAKER: We have to stop somewhere.

[English]

SHRI MOHD. AYUB KHAN: I appreciate that the performance of the Railways is very good. But I regret to say that I have not been satisfied with the reply of the Minister. This particular project has been in progress for the last 4 years and I am told that only 13% of the progress has been achieved so far. In view of the strategic and commercial importance of the sensitive border State like Jammu & Kashmir, does the hon. Minister

consider this reply commensurate with the sentiments of the people?

[Translation]

SHRI MAHABIR PRASAD: Mr. Speaker Sir, the hon. learned Member has asked about the delay. I would like to inform him that development work is related to availability of funds. Rs. 17 crores in 1988-89 and Rs. 20 crores in 1989-90 were demanded for this work so that this line may be completed by 1992-93. We have made a provision of Rs. 12.7 crores for this project in 1989-90 budget. Unless we get additional funds from the Planning Commission we cannot expedite the progress of the work.

SHRI MOHD. AYUB KHAN: Sir, our hon. Prime Minister visited Kashmir in the winter of 1987. Then he had given instructions to get a rail line survey from Udhampur to Srinagar conducted and we got an assurance in this regard time and again. But work done in that respect is far from satisfactory. Roads are closed for 15 days at a stretch due to snowfall. Time and again we have been assured that a rail link will be provided to Udhampur at the earliest. We are not interested in the argument that the work can be completed only on receipt of additional funds from the Planning Commission. I appeal to the Government to give this matter first priority.

SHRI MAHABIR PRASAD: Sir, I have already clarified that if the Planning Commission helps us and provides additional funds, we can take up the project expeditiously. If the hon. Member can help us in getting funds, we are ready to do the work.

[English]

SHRI MOHD. AYUB KHAN: The hon. Planning Minister is present here. I appeal to him to allot more funds.

SHRI BALWANT SINGH RAMOOWALIA: My friend, Shri Ayub Khan has rightly

emphasised the need for connection of trains and implying more and more trains for the vitality of Jammu & Kashmir region. My point is, though many trains passing through Punjab and going to Jammu were cancelled, majority of those trains which were cancelled were going from Delhi via Jakhar, Sangrur, Dhuri and Jammu. I had been writing to the hon. Railway Minister to reinstate those trains keeping in view the requirements of Jammu & Kashmir. Will the hon. Minister consider this?

MR. SPEAKER: This is a different question. Prof. Saifuddin Soz.

PROF. SAIFUDDIN SOZ: I am not only dissatisfied with the answer given but I am dissatisfied with the construction of railway in Jammu and Kashmir State. We wanted to be on the railway map and we have been fighting a battle here. We have lost a great man who has been fighting here, Shri Girdhari Lal Dogra, particularly on this. He fought a battle and he succeeded in getting this sanction for construction of railway track between Jammu and Udhampur. The then Prime Minister Shrimati Indira Gandhi took keen interest for the construction of this railway line and more than eight years ago the initial estimated expenditure was Rs. 71 crores. Now up to this time, the construction has been terribly sluggish. I want to know from Shri Madhavrao Scindia, through you, sir, as to what is the now estimated expenditure on the total line and what is the percentage of money spent so far.

Then the other question raised by Mr. Mohd. Ayub Khan is that we wanted a survey to be done between Udhampur and Srinagar. Survey has already been done between Kazikund and Srinagar. Now we want the railway line to come to Srinagar itself. It is not difficult for this in modern technology. But, as far as Jammu and Udhampur is concerned, the work is going on very slowly. I want to know what is the estimated expenditure now and what percentage of money has been spent so far against the total expenditure.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): The Prime Minister also is very keen that this particular line is expedited in accordance with the aspirations of the people of Jammu & Kashmir and, therefore, in the last year and in this year also, a new impetus has been given to the construction of this line and we are trying to ensure it keeping in mind the many railway lines and the many on-going projects and within the general constraint of resources that we are facing. Up to March, this line is estimated to cost, according to latest estimates, Rs. 112 crores up to Udhampur. It is a very tricky hill section also which involves a lot of tunnel sections and I think it is the test of Indian railway engineering ability to speedily complete this line and they are doing more than adequate job. Up to March 1988 we have spent approximately Rs. 15 crores; in 1988-89, the allocation was Rs. 7 crores and in 1989-90 it has been increased to Rs. 12,70,00,000. We want to ensure that the scarce resources are utilised in the best way possible. Wherever the situation is ripe for quick construction, more allocation is given to that area. For instance, Guntur-Macherla in Andhra Pradesh has been given Rs. 23 crores in gauge conversion. Shri Rangaji was making a few remarks in between. Here in the Udhampur line, there has been some problem about land acquisition. The State Government has been rather slow in spite of various reminders made by us and though I know that the State Government is equally keen to complete this line (*Interruptions*) I told you what is the practical situation. It is not a question of your opinion and my opinion. There has been some problem at lower levels. We are trying to sort this problem out. What I am trying to assure the hon. Member is that the allocation has been increased by almost double. We will try to ensure that this line is speedily completed within the 8th Plan period, of course, subject to future allocations for the over-all railway plan by the Planning Commission.

As far as the second part of the hon. Member's question is concerned, a survey has been completed up to Kazikund and, at

the same time, a preliminary survey by RITES for a highway has also been completed. It is found that the railway line up to Kazikund is going to cost three times the amount of what the highway would cost. However, all these things are going to be kept in mind. No decision has yet been taken. All these things are being evaluated.

PROF. SAIFUDDIN SOZ: Kindly try to do something in this regard.

SHRI MADHAVRAO SCINDIA: I will try to ensure that within the Eighth Plan, this line is completed. But I cannot set the deadline or the target date because I am dependent on what the over-all Railway Plan is going to be in the future. However, I would like to ensure the hon. Members from J&K that as per the Prime Minister's wishes, we are trying to ensure that this line is given a certain priority within the on-going line that we are having.

[*Translation*]

SHRI JANAK RAJ GUPTA: Mr. Speaker Sir, the hon. Rail Minister said that the Jammu-Udhampur railway line is expected to be completed by 1993. May I know from the hon. Minister of Railways whether it is possible to complete the railway line by 1993, considering the amount for this project being allotted every year. If not, whether the hon. Minister feels that keeping in view the importance of this line a special fund should be created or additional funds diverted from other projects to expedite the completion of this railway line? It is true that this matter is being given importance for which we are thankful but if the present position continues the work will not be completed even by 2000 let alone 1993.

MR SPEAKER: He has already replied to that.

[*English*]

Overdrafts by States

*145. SHRI P. KOLANDAIVELU: Will the Minister of FINANCE be pleased to state: