

political parties that they will decide of their own not to give ticket to any candidate who has got more than 3 children?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI E. SHANKARANAND): As far as the suggestion made by the hon. member is concerned, I do not know whether he has discussed this in his own party. (*Interruptions*)

अध्यक्ष महोदय : इन से यह तो पूछ लें कि जिन्होंने शादी नहीं की है, क्या उन्हें दो टिकट देंगे ?

SHRI B. SHANKARANAND: May I ask what is the relevance of producing children with marriage? I do not know how is he linking production of children with marriage? (*Interruptions*) What I mean to say is that those who are not married have not produced any children. (*Interruptions*) Since he has referred to my personal aspect, may I tell the hon. Member that in my case I have attained an age which has no relevance to Family Planning? My last child is 15 years old. He wanted to know whether I am practising Family Planning. (*Interruptions*)

MR. SPEAKER: This is enough. I have gone to five. (*Interruptions*)

SHRI SATISH AGARWAL: You finish your homework early then. (*Interruptions*)

MR. SPEAKER: We can have a debate on this very soon. It is a very vast subject.

श्री रामावतार शंस्त्री : अध्यक्ष महोदय, परिवार नियोजन ऐसी चीज है, जिसका कोई विरोध नहीं कर सकता, सब लोग इसमें सहयोग करना चाहते हैं। मैं आपसे जानना चाहता हूँ कि यहाँ जो बैठें हुई मूर्तियाँ हैं, यहाँ जो संसद-सदस्य हैं उन्हें और विधानसभा सदस्यों को इस परिवार नियोजन कार्यक्रम में शामिल किया

जाए। क्या इसके लिए कोई योजना आपने बनाई है या हम लोगों को भी शिक्षित करने का विचार रखते हैं, क्योंकि हमारे यहाँ एक कहावत है कि "राह बढ़ाव सो आगे चल" तो हम लोग दुनिया को कह रहे हैं कि परिवार नियोजन होना चाहिए, आखिर हम लोगों के लिए भी कुछ सिद्धांत निर्धारित होंगे या नहीं, इसके बारे में मैं जानना चाहता हूँ।

PROF. MADHU DANDAVATE: Members of Parliament are under the Control of the Speaker. (*Interruptions*)

MR. SPEAKER: I do not want anybody to intrude into my premiss here.

SHRI B. SHANKARANAND: What the hon. Member meant was that the MPs should set an example to the people. That is what he wants to say. I wish they do it.

एक माननीय सदस्य : एक प्रश्न मैं पूछना चाहता हूँ।

अध्यक्ष महोदय : अब बहुत हो गया है। यह तो बहुत लम्बा-चौड़ा सवाल है, फिर कभी इस पर डिबेट रख लेंगे।

MR. SPEAKER: Mr. G. Y. Krishnan. Absent. Shri Narayan Choubey. Absent. Shri R. L. Bhatia. Absent. What a remarkable performance here?

Track Electrification

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PROF. K. K. TIWARI:

*644. SHRI SUBHASH CHANDRA BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state the extent to which track electrification will reduce the railways dependence on imported diesel and save coal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJAN): Taking into account the anticipated electrification over 2800 Route Km. in VI Plan the annual consumption of energy by locomotives at the end of the VI Plan is expected to be about 1.00 million tonnes of H.S.D., 10 million tonnes of Coal and 3260 million kwh of electricity. If this electrification is not taken up, 0.256 million tonnes of extra diesel oil would be consumed.

PROF. K. K. TIWARI: I would like to know from the Minister what concrete steps have been taken so far to electrify the railway track.

SHRI MALLIKARJUN: The electrification schemes are in various stages. Because it has become a general question I would like to give the various lines which are under consideration and also those which are at the moment the on-going works in various Railways. This is upto the end of the Plan period, i.e. up to 1990, because in the Sixth Plan we want to electrify 2,800 lines and the break-up will be made up as per the Plan. We are going to spend about Rs. 450 crores in the entire Plan period. We have an ambitious programme to electrify even up to 7,800 kilometres by 1990. I will give the break up of various Railways. Central Railway—It is Jhansi, Bina, Bhopal, Itarsi, Busaval, Bina, Katni, Itarsi, Nagpur, Busaval, Nagpur, Nardha, Balharshah. Eastern Railway—Sitarampur, Danapur, Mughalsarai....

AN HON. MEMBER: It may be laid on the Table.

MR. SPEAKER: It is all right, it is not necessary to give all details.

SHRI MALLIKARJUN: Northern Railway—there are four lines for electrification which will be taken up—Mughalsarai, Varanasi, Lucknow, Saharanpur, Jullundur City....

MR. SPEAKER: It is all right.

Mr. Kurien.

PROF. P. J. KURIEN: The Minister in his reply has said that 2800 route kilometres of railway line if electrified in the sixth plan would save diesel to the extent of 256 million tonnes. In the light of this, I would like to know from him whether any survey has been conducted regarding the availability of electricity and utility of that electric power for railway electrification. For example, I have seen there are some States where there is absolute shortage of electricity. There electrification is started. There are some States where there is excess of electricity. There not a single KM is to be electrified. There are some States where there is coal in abundance and there are some States where there is no coal at all. For example, from Bihar you will transport coal to the southern States of Kerala and Tamilnadu.

MR. SPEAKER: What is your question?

PROF. P. J. KURIEN: I will have to explain, otherwise, he may not get the spirit of what I am saying. That is the thing. Where there is excess coal there you will electrify. Where there is electricity, there you are running with coal. I think there is an anomaly in this. I want to know whether you will conduct a survey about the excess availability of electricity and accordingly replan this electrification, so that where there is excess electricity, there all the lines may be electrified and where there is shortage of electricity, more of diesel engines may be run?

SHRI MALLIKARJUN: Generation of electricity takes place from thermal power stations and hydel projects. So far as the ambitious programme of the Energy Ministry is concerned, in the sixth plan, Rs. 9000 crores have been allocated, including super-power stations. So far as consumption of power for electrification purposes of railway is concerned, at the moment we do not find anything as such that

it is being reduced. Now and then there will be power cuts, for various reasons....

PROF. P. J. KURIEN: Do you know that Kerala has excess electricity and not a single KM of electrified railway line is there. There is no proposal also to electrify the lines there. Do you know it? Please specifically answer it. We can supply electricity to Tamilnadu and Karnataka, but not a single KM of railway line in Kerala is going to be electrified

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I understand what the hon. member says. His State has got surplus electric power and his question is why should we not use that for electrification there. But the programme of electrification is not based on whether electricity is available there it is based on the density of traffic.

PROF. P. J. KURIEN: That also should be a consideration.

SHRI C. K. JAFFER SHARIEF: The electrification programme is based on density of traffic. He was trying to bring out a comparison saying, in Bihar we have coal and in Kerala we have power; why not the policy be revised? That was his question. It is not so. The approach is from the point of view of national economy. Although coal may be available at Bihar, coal should be available for other purposes like power plants. It is not merely for running the railways. On some occasions, we are even stopping our trains and giving coal to the industries for the sake of power plants and other industries where coal is essentially required. The very thrust is different from what the hon. member has said.

PROF. P. J. KURIEN: He has not answered my specific question. I seek your protection.

MR. SPEAKER: It is all right there is no question of protection.

PROF. P. J. KURIEN: Please let him answer my specific question. Where there is excess of electricity, not a single line is going to be electrified.

MR. SPEAKER: He has already answered.

PROF. P. J. KURIEN: He did not answer. Let him say, at least he can consider.

SHRI C. K. JAFFER SHARIEF: As I said, there is no density of traffic there.

SHRI M. S. SANJEEVI RAO: We are happy that at last wisdom has dawned on the Government that we have to go in on a massive scale for electrification. I want to ask the Minister a very specific question. He knows very well that there is very heavy traffic between Madras and Calcutta. Fortunately, the Minister has inaugurated the Madras-Vijayawada electric line. There is already electric line between Calcutta and Kharagpur. By what time would be complete the remaining portion, namely, between Vijayawada and Kharagpur so that the entire track from Madras to Calcutta is electrified?

SHRI MALLIKARJUN: The hon. Member wants to have electrification from Madras to Calcutta. In the Sixth Plan period it is the policy of the Government to see that the trunk routes are electrified. I am confident that from Vijayawada to Ballarshah will come under this programme. As the work goes on, it will be further extended. Because, we want to connect Bombay to Delhi and Calcutta, in fact connect all main trunk routes. I am hopeful it will materialise soon.

SHRI M. S. SANJEEVI RAO: My question was about Vijayawada to Kharagpur. Ballarshah has nothing to do with Calcutta.

SHRI SUNIL MAITRA: The density of traffic is the heaviest around Calcutta for the purpose of running

train. The Kakurgachi chord line is already electrified. But we are not running any passenger train. Since this track is already electrified and there is density of traffic, will the Minister assure the House that he will run electric trains in this line?

SHRI MALLIKARJUN: We will examine it.

Railway Lines in Rayalaseema

*645. **SHRI K. OBUL REDDY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that no new Railway line has been laid in Rayalaseema area of Andhra Pradesh so far;

(b) whether Government are also aware that this area is producing huge quantities of minerals which are exported to foreign countries to earn foreign exchange;

(c) whether it is a fact that for want of Railway transport facilities, the minerals could not be transported to the harbours in time and as a result the country is losing export orders; and

(d) if so, whether Government would take immediate steps for laying new railway lines from Cuddapah to Nandyal and from Ongole to Dharmavaram via Cuddapah?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). A statement is laid on the table of the House.

Statemet

(a) The following works are in progress in the region:

1. A parallel BG line from Gooty/Guntakal to Dharmavaram and conversion of the metre gauge section from Dharmavaram to Bangalore city into broad gauge.

2. Doubling of Gooty-Guntakal section.

3. Patch doubling between Gooty-Rayalacheruvu, Kondapuram-Muddanuru alongwith provision of crossing station between Rayalacheruvu-Juturu.

4. A survey for a new metre gauge line from Chitradurg to Rayadurg.

5. A survey for a parallel broad gauge line from Guntakal to Dronachalam and the conversion of the existing metre gauge section from Dronachalam to Guntur into broad gauge.

6. A survey for conversion of Bellary-Rayadurg metre gauge section into broad gauge.

7. A survey for a new line from Nandyal to Yarraguntla (new work for 1981-82)

(b) Yes.

(c) No; the railways have adequately carried the export mineral traffic to the Ports.

(d) There is no proposal to construct new lines between Cuddapah and Nandyal in the Sixth Plan period.

SHRI K. OBUL REDDY: I had asked a specific question whether any new railway line has been laid in the Rayalaseema area so far. But the Minister in his statement has stated that doubling work has been done here and there and a survey for a new metre-gauge line in Mysore from Chitradurg to Rayadurg is in progress. Instead of saying "no", he has given this reply. May I know from the hon. Minister whether he is aware that for the last 100 years no new railway line has been laid in the Rayalaseema area, a backward area, even though survey was done for two lines, one called the Deccan line from Katpadi to Kurnool via Cuddappa and another called the Pennar line from Dharmavaram to Ongole via Cuddappa? When is he going to take up the survey work for this?