

tions to safeguard its defence and no expenditure will be too much for the defence of this country and we will not spare any effort to see that our defences are maintained at the peak; nor will it be under any circumstances pressurised to go into a mad arms race merely because someone is arming himself.

#### Corporation for Railway Electrification

\*912. SHRI JAGDISH TYTLER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to set up a separate Corporation for the electrification of Railway tracks;

(b) if so, when it is likely to be established; and

(c) whether any programmes have been drawn up for electrification during the next five years and the likely financial implications thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir. A sum of Rs. 450 crores has been earmarked for electrification works on Indian Railways during Vith Five Year Plan.

SHRI JAGDISH TYTLER: My question has not been answered. My question was:

"(a) Whether Government are considering to set up a separate Corporation for the electrification of Railway tracks?"

Reply to that question has been given "No, Sir". This is a wrong answer. I have a definite knowledge that the Government has considering to set up a separate Corporation for

the electrification of Railway tracks. I do not know under whose influence this setting up a separate Corporation has been set aside. I have prepared my supplementary on that basis. Now I would like to ask a simple thing. It has been mentioned that a sum of Rs. 450 crores has been earmarked for electrification works on Indian Railways during the Sixth Five Year Plan. At present we are handling 26 per cent of the total goods and passenger traffic on electrified lines in the country. Would the Minister kindly give priority to electrifying the broad gauge between the four metropolitan cities i.e. Delhi, Bombay, Calcutta and Madras? This will enable the Railways to handle 65 to 75 per cent of the total traffic on electric traction.

SHRI MALLIKARJUN: I need not say about the Corporation again because we have no plan and, therefore, we have said, no.

So far as the other part of the question is concerned, whether during the Sixth Plan we are going to have electrification of railway tracks connecting metropolitan cities, what I can inform the House is that during the Sixth Plan, we are having at the moment 12 routes and, among the 12 routes, six routes are in progress and other six routes have been included in the 1981-82 Plan. For the benefit of the House, I would like to read out these routes which cover about 2800 km. During the Sixth Plan, about 2800 km, would come under electric traction.

For the benefit of the House, I would like to read out the works which are in progress. They are:

1. Waltair-Jagdalpur;
2. Delhi-Mathura-Jhansi;
3. Vadodara-Ratlam including Godhra-Anand and Ahmedabad-Sabarmati;
4. Trivellore-Arkonam;

5. Mathura-Gangapurcity; and
6. Coal and Steel belt areas of the Chandapura complex of eastern and south-eastern railways.

The works which have been sanctioned in 1981-82 are:

1. Sitarampur-Danapur-Mughal-sarai;
2. Vijayawada-Bellampalli-Balharshah;
3. Jhansi-Bina-Itarsi;
4. Gangapurcity-Ratlam;
5. Bhusawal-Nagpur;
6. Arkonam-Jollarpettai including electrification of goods and passenger lines between Madras and Arkonam; and
7. Arkonam-Renigunta-Gudur.

These are the lines portion of which will be electrified covering about 2800 km. during the Sixth Plan for which Rs. 450 crores have been allocated.

**SHRI JAGDISH TYTLER:** I was not interested in the answer which the hon. Minister has given. I was only interested to know whether they will give priority to the electrification of railway tracks. As far as the Sixth Plan is concerned, the hon. Minister has given a figure of 2800 km. But according to the survey, in another five years, 5000 to 10,000 km. of railway track is going to be electrified. I do not understand, either my figure is wrong or the Minister's figure is wrong. But I have a definite knowledge that 65-70 per cent of freight and passenger traffic can be covered in the country if they give a priority to these four metropolitan cities. I think, "priority" is the most important thing. If priority can be given to this, we will be able to cover about 70 per cent of freight and passenger traffic.

**SHRI MALLIKARJUN:** What definite information the hon. Member has got is correct. During the Plan period, a total of 7700 km. are going to be brought under electric traction. Within five years, it is going to be between 5000 to 10,000 km. That is not a wrong assessment. In order to avoid consumption of petroleum products and coal, etc., we have an ambitious plan to electrify railway lines. We have a master plan and, by the end of 1990, we hope to electrify about 9000 km. But it all depends upon the financial position. For that reason, we are not able to take up more at present.

**SHRI XAVIER ARAKAL:** I would like to know from the hon. Minister the criteria in selecting these several railway lines which he has just now mentioned. I hope and pray that it is not a complete list. Is it the surplus of electricity or the traffic or what is the consideration for electrification of these lines. My pertinent question is this. May be, I am little ignorant. Kerala has got surplus electricity. We have been constantly requesting the Railways to electrify the line from Cochin to Trivandrum which is economically viable. I would like to know whether the Government has considered our request. What are the criteria in selecting these lines? Is it a complete and exhaustive list for the Sixth Plan?

**SHRI MALLIKARJUN:** The criterion is to electrify the trunk routes first. Whatever lines I have mentioned are on trunk routes. So far as Kerala is concerned the suggestion can be taken into consideration.

**SHRI AMAR ROY PRADHAN:** Sir, there are regional imbalances in the matter of electrification of railways in the different parts of the country. You can know from the reply given that there is not a single kilometre electrified in North-East Frontier Railway and it is the most neglected

railway in the entire country and at least the Minister will agree with me and you will also agree with me that North-East Frontier Railway covers the area of North Bihar, North Bengal and the entire North-Eastern region.

In this august House the Ministers and other Members have very often said that North-Eastern Region is the most important area but not a single kilometre was electrified.

Even within these 2,800 KMs, not a single kilometre was allotted for the North-East Frontier Railway in the Sixth Plan.

I would like to know very clearly from the Hon. Minister whether he would agree to set up a separate Committee to remove these imbalances in the different Railways. Secondly, I would also like to know whether you will give second thought to cover at least some kilometres of North-East Frontier Railway Zone in the Sixth Plan period.

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):** Sir, the thrust is to go in for more electrification. The criterion for electrification is density for traffic. It is not on the basis of any region. It is not on the basis of, as the earlier Hon. Member said, the availability of surplus power. It is more dependent on density of traffic. As my Hon. colleague has (*Interruptions*)....

It cannot be on the regional basis also. It is a question of resources, as I have already said. Our accepted policy is to save the fuel and to make the functioning of the Railways more efficient.

If resources are available, we shall gladly go ahead and cover all the areas. It all depends upon the time. I can only say that much now.

**श्री आचार्य भगवान शेष :** उपाध्यक्ष महोदय, दिल्ली में जनसंख्या काफी बढ़ चुकी है, बसों की भी बहुत कमी है, मैं जानना चाहता हूँ कि दिल्ली में रिग रेलें जो चलाई जा रही हैं, उनका विद्युतीकरण कब तक हो जायेगा जिससे जनता को सुविधा मिल सके ?

**श्री मल्लिकार्जुन :** रिग रेलवे के विद्युतीकरण की जो बात है, रिग रेलवे ने अभी कोई स्वरूप तो लिया नहीं है, लिहाजा कोई चीज बताई नहीं जा सकती ।

**श्री मोतीभाई आर० चौधरी :** गांधी नगर गुजरात की राजधानी है और वह विकसित होता हुआ शहर है । सरकारी कर्मचारी ज्यादातर अहमदाबाद में रहते हैं, अहमदाबाद और गांधी नगर का फासला सिर्फ 30 किलोमीटर है, मैं जानना चाहता हूँ कि क्या अहमदाबाद और गांधी नगर के बीच की लाइन का विद्युतीकरण किया जायेगा ?

**श्री मल्लिकार्जुन :** इस समय हमारे पास कोई ऐसी योजना नहीं है जो कि गांधी नगर से अहमदाबाद की लाइन का विद्युतीकरण कर सके ।

**श्रीमती कुब्जा साहू :** मंत्री महोदय ने बताया है कि 2,000 किलोमीटर रेल लाइन के विद्युतीकरण की योजना है । मैं जानना चाहती हूँ कि जो राशि आवंटित की गई है इसके लिये क्या उसमें रेल लाइन बिछाने का खर्च ही शामिल किया गया है या उसके साथ नई बोली लगाने के काम की भी शामिल किया गया है ? दोनों पर कितना-कितना खर्च होगा ?

**श्री मल्लिकार्जुन :** 450 करोड़ रुपये रेल लाइन के विद्युतीकरण के लिये ईश्वर मांक किया गया है, इसमें कोच

या दूसरी ओर कोई चीज नहीं है।

**SHRI PRATAP BHANU SHARMA:** The Railway Minister has just now said that the Railways have an ambitious plan for electrification. I would like to know whether our Government have assessed the power requirement during the current Five Year Plan for the Railway track electrification, if so, the details thereof and how Railways are supposed to meet this increased demand of power.

**SHRI MALLIKARJUN:** So far as the plan period is concerned, the Energy Ministry has been allocated by the Planning Commission, sufficient funds to go in for super-power stations also. But, in any case, so far as our traction usage is concerned, there is no shortage of power and during this plan period also there will not be any shortage of power to bring electric traction.

**Allotment of Funds for Roads in N.D. M.C. and M.C.D. areas**

\*913. **SHRI RAJESH KUMAR SINGH :** Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) the total mileage of roads in the New Delhi Municipal Committee and Delhi Municipal Corporation areas, separately;

(b) whether the load of traffic on Delhi roads is higher than that of New Delhi roads;

(c) the total amount provided for the extension, repair and construction of roads for both the areas during the last ten years, separately;

(d) whether it is a fact that the N.D.M.C. area receives the major attention of the authorities whereas

Delhi has almost been neglected in this regard; and

(e) if so, the reasons thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):**

(a) to (e) A statement is laid on the Table of the Sabha.

**Statement**

(a) NDMC 1191 Kms. } In terms of  
MCD 12204 Kms. } single lane width  
of 12 ft.

(b) Traffic load on roads in the jurisdiction of NDMC and MCD varies from road to road.

(c) Amount provided during the last 10 years is as under:—

Year	New Delhi Municipal Committee	Municipal Corporation
(Rs. in lacs)		
1971-72	87	308
1972-73	143	370
1973-74	173	339
1974-75	181	368
1975-76	185	445
1976-77	253	555
1977-78	300	706
1978-79	234	896
1979-80	233	1090
1980-81	282	1293
Total	2071	*6360

\*In addition, for other roads located in the jurisdiction of Municipal Corporation of Delhi approx. Rs. 666.60 lacs, 1106.45 lacs and 1862.59 lacs have been spent by Delhi Admn. since 1971-72 from Central Road Fund, National Highway and Roads Other than National Highways funds respectively.

(d) No, Sir.

(e) Does not arise.