

LOK SABHA

*Thursday, April 28, 1983/Vaisakha 8,
1905 (SAKA)*

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

श्री मनीराम बागड़ी : अध्यक्ष जी, मैं एक बात पूछ लूँ ?

अध्यक्ष महोदय : 388 में नहीं ।

श्री मनीराम बागड़ी : मुझे ज्ञान नहीं है कि लोक सभा का अध्यक्ष बड़ा होता है या किसी स्टेट का चीफ मिनिस्टर ?

एक माननीय सदस्य . आप बड़े हैं ।

श्री मनीराम बागड़ी : मैं तो हूँ ही, हिन्दुस्तान का हर व्यक्ति बड़ा है । लेकिन चीफ मिनिस्टर बड़ा होता है या लोक सभा का अध्यक्ष ?

अध्यक्ष महोदय : यह अपनी अकल की बात है । कोई-काई आदमी खोटे सिक्के को बड़ा सिक्का समझते हैं

श्री मनीराम बागड़ी : मैं तो समझता हूँ कि लोक सभा का अध्यक्ष बड़ा होता है । टाइम्स आफ इण्डिया में फिजूल लोक सभा के अध्यक्ष का घसीटा गया है । अखबार वालों को ऐसी गन्दी बातें नहीं करनी चाहिये ।

SHRI SATYASADHAN CHAKRABORTY : At least the man who proclaims to be great is not great.

श्री मनीराम बागड़ी : मैं तो अध्यक्ष के पद की बात कर रहा हूँ ।

अध्यक्ष महोदय : हमने फ्रीडम दे रखी है, उसका वे जैसा फायदा उठाना चाहें, उठाएँ । लेकिन लिखने से पहले देख तो लें कि हकीकत क्या है, उसके बाद लिखना चाहें तो लिखें न लिखना चाहें न लिखें ।

श्री मनीराम बागड़ी : अध्यक्ष और राष्ट्रपति के पद तो ऐसे हैं

MR. SPEAKER : It is derogatory even to think like that.

मैं तो इस को सोचना ही गलत समझता हूँ ।

DR. SUBRAMANIAM SWAMY : Sir, attack on you in the newspapers means you are getting popular. It is a sign of your popularity.

MR. SPEAKER : I don't think. It was misapprehension on their part or misunderstanding on their part, nothing else. I don't think so. Ignorance sometimes is bliss. It might be so even for them. What can I do for that ?

ORAL ANSWERS TO QUESTIONS

New Bongaigaon-Gauhati Rail Link

*786. SHRI SONTOSH MOHAN : DEV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the broad gauge rail link connecting New Bongaigaon with Gauhati, conceived a decade ago, is likely to be delayed ;

(b) if so, the details of work done so far and how much of it remains incomplete ;

(c) the estimated total cost of this connecting rail link ;

(d) the special steps proposed to be undertaken to improve communication between the North Eastern region and the rest of the country ; and

(e) details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFAR SHARIEF) : (a) to (e) A statement is laid on the Table of the Sabha.

STATEMENT

(a) & (b) This project was taken up in 1974-75 and has progressed commensurate with the allotment of yearly funds except that the work was affected in 1979 and 1980, due to unrest in Assam. From January '83 onwards the continued agitation, in connection with elections in Assam State has adversely affected the progress of works, which may have an effect on the completion date. Works relating to formation, bridge works, remodelling of 12 MG yards and linking of 80 Kms. of BG track, including 4 BG yards have already been completed. The works to be completed before the introduction of BG train include remodelling of 4 MG yards, linking of 80 Kms. of track, including 9 BG yards, and modification of bridge flooring of Saraighat bridge over river Brahmaputra.

(c) The anticipated cost of the project is Rs. 65 crores.

(d) and (e) A number of schemes have been drawn up or are being surveyed for developing the railway network in N.E. Region on consideration of National Integration and for stimulating development of the region. Construction of 6 new railway lines, converging a length of 211 Kms. have been taken up at a cost of Rs. 107 crores. These new lines will bring all the States in the N.E. Region on the railway map of India. A rail-cum-road bridge across river Brahmaputra at Jogighopa along with connecting rail link on the South bank from Jogighopa/Panchratnaghat to Gauhati has recently been approved. Construction of a road bridge near Bhomoraguri (Tezpur) has also been undertaken by the Railway as a deposit work on behalf of the North Eastern Council. Two other schemes of conversion of MG lines into BG covering a total length of 789 kms. have also been approved and surveys are in progress. Besides, surveys are also in progress for construction of further new lines on sections totalling 829 Kms. Investigations are also in progress for construction of another rail-cum-road bridge near Dibrugarh.

SHRI SONTOSH MOHAN DEV : Mr. Speaker, Sir, the development of any area depends upon its communications system. Sir, railway especially is the best means of communications. Sir, seven States of the North Eastern region are suffering very much from the transport bottleneck. And this conversion of Broad-gauge line between Bongaigaon and Gauhati started in 1974 and now it is 1983, and even then the project has not been completed. Unfortunately, Sir, the history of Assam is such that whether you ask for a refinery or a railway-line or any complex, unless there is an agitation, it is never given to Assam. In this House, all Members, irrespective of their party 'ism' have time and again pressed the Government of India that the North Eastern region, which is the most neglected region, should be looked into and given a special consideration. Even Prof. Ranga, the Deputy Leader, many a time has supported it, including CPI, CPI (M), BJP, Janata Party ; everybody has supported it. In this reply, the Railway Minister-who otherwise is sympathetic towards Assam-has mentioned about it ; he has also done many things after he has taken over. In this house, he gave an assurance, when he was the Railway Minister that this line will start in October. Subsequently, one of the railway members declared that it will start in December. The same Mr. Sethi, who is now the Home Minister, the other day in this House, while replying to the Demands for Grants of the Home Ministry, said that it might start in 1984. Now, I would like to draw the attention of Shri A.B.A. Ghani Khan Choudhury to (a) and (b) parts of my question. He has very nicely avoided the question. He has said, the continued agitation in connection with elections in Assam State has adversely affected the progress of works, which may have an effect on the completion date. He did not give the completion date at all. In view of this past history, I would like to ask a pointed question. When does the Railway Ministry expect that this particular project will be completed ; secondly, whether the third line on the Saraighat bridge over the Brahmaputra has been completed ; if not when it is going to be completed ? What is the present position of the yard remodelling at Kamakhya and Gauhati stations ? When is it going to be completed ? Which is the target date ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : The hon. member is unnecessarily getting anxious about it. It is in the knowledge of this House that for the development of the North Eastern Region, the government has gone all out to take interest ; and about six new lines have been taken up ; and even on this line, the progress has been steadily maintained ; but for the unfortunate situation perhaps we might have been able to go ahead further faster on this line. With regard to the project it has been very clearly mentioned in the reply like this : "Formation, bridge works, remodelling of 12 MG yards and linking of 80 kms. of BG track, including 4 BG yards have already been completed. The works to be completed before the introduction of BG train include remodelling of 4 MG yards, linking of 80 kms. of track...The track is already laid. Only we have to put up the fitting and other things.

PROF. N.G. RANGA : When will this simple thing be done ?

SHRI C.K. JAFFER SHARIEF : If they can help to create normal conditions, we have no problem ; it is in their hands. Our endeavour is that we are anxious to complete it as early as possible so that the escalation does not go up. We are anxious to take up other works also. (*Interruptions*)

SHRI SONTOSH MOHAN DEV : It is a false study. It does not affected the railway line. Every day trains are moving. He has not replied to my question.

SHRI C.K. JAFFER SHARIEF : We have already suggested to them to run BG goods train upto Barapet road. In fact, it is open to the traffic also.

SHRI SONTOSH MOHAN DEV : In reply to (d) & (e), it is stated that Construction of a road bridge near Bhomoraguri (Tezpur) has also been undertaken by the Railway as a deposite work on behalf of the North Eastern Council. Two other schemes of conversion of MG lines into BG covering a total length of 789 kms have also been approved and surveys are in progress. May I know which are these two lines and what action government has taken to start them ? It is there in your reply.

In your reply you have said—

'Two other schemes of conversion of MG lines into BG covering a total length of 789 kms. have also been approved and surveys are in progress.'

I would like to know which are the areas and what are the lines.

SHRI C.K. JAFFER SHARIEF : In total, we have six lines on our hands ; the other two lines are . (*Interruption*)

SHRI SONTOSH MOHAN DEV : That is about the other lines. In your reply you have said—

'Two other schemes of conversion of MG lines into BG.'

That is there in your answer. I would like to know about them. You have not done your homework, unfortunately.

SHRI C.K. JAFFER SHARIEF : You kindly listen to me.

SHRI SONTOSH MOHAN DEV : That is in the answer.

SHRI C.K. JAFFER SHARIEF : Do you not allow me to speak ?

DR. SUBRAMANIAM SWAMY : He will now allow you to speak.

SHRI C.K. JAFFER SHARIEF : As I have already said, we have already taken up about the other six lines for conversion from MG into Broad Gauge. They are Balicara to Balopurbon : Bayolpara and Banagarh ; Silchar and Bongaigaon ; and Lal Bazar and Baurchi and (*Interruption*)

SHRI SONTOSH MOHAN DEV : Sir, I want your protection. There is no broad gauge line up to Silchar. How can there be a broad gauge line there ? How is the hon. Minister answering ? (*Interruption*)

SHRI C.K. JAFFER SHARIEF : Bayolpara, Siliguri and Dibrugarh and the others are (*Interruption*)

SHRI SONTOLH MOHAN DEV : Sir, I would only request you to record his answer. He is giving a wrong answer. Let him give the information, because he is leaving a gap of 200 kilometers, and then jumping into another area. (*Interruption*)

MR. SPEAKER : They are both becoming broad based. You are both running a dialogue. I do not know what to do.

SHRI SONTOSH MOHAN DEV : He is giving wrong information.

MR. SPEAKER : 'Bhubaneswarji'

SHRI BHUBANESWAR BHUYAN : I would request the hon. Minister to kindly enlighten about the bridge at Bhomoraguri. When is the construction going to be taken up? When is the survey going to be taken up? When is the bridge across the Brahmaputra at Jogighopa likely to be taken up?

SHRI C.K. JAFFER SHARIEF : About Jogighopa rail-cum-road bridge, the Ministry of Railways have recently approved it. Construction of a rail-cum-road bridge across the Brahmaputra is also going to be taken up.

SHRI BHUBANESWAR BHUYAN : I have not asked about it. I asked you about the Bhomoraguri bridge.

MR. SPEAKER : Let him answer about the first bridge and can ask him about the other later.

SHRI SONTOSH MOHAN DEV : The hon. Minister is not acquainted with the map of Assam even.

PROF. N.G. RANGA : These are all details. Let the hon. Minister write to the hon. Member.

MR. SPEAKER : Is it in this question?

SHRI A.B.A. GHANI KHAN CHAUDHURI : It is partly covered by this question. The construction of a road bridge across the Brahmaputra at Bhomoraguri near Tezpur is going on. So far there has been overall eight per cent progress.

SHRI AMAR ROYPRADHAN : I would like to draw the attention of the hon. Minister to part (d) of the question. The communication of the entire North-Eastern region with the rest of India needs to be improved. If you compare the North-Eastern region with the rest of India, there is a long chain of lines connecting North Bengal, from Malda to New Bongaigaon — Malda is the constituency of the hon. Minister—and

other lines. All those lines have reached the saturation point. I would like to have a categorical reply from the hon. Minister if more trains and lines will be provided to improve the communication facilities there, or if there is a proposal to have a new line there.

SHRI A.B.A. GHANI KHAN CHAUDHURI : We do not have any proposal at the present moment. Our main difficulty is the constraint of funds.

MR. SPEAKER : Shrimati Krishna Sahi.

किऊल और बरहरवा के बीच रेल लाइन को दोहरा करना

*787. श्रीमती कृष्णा साही : रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने किऊल से बरहरवा तक दुहरी रेल लाइन बिछाने की योजना को मंजूरी दे दी है;

(ख) यदि हाँ, तो इस योजना में कुल कितने खर्च का अनुमान है और गत दो वर्षों के दौरान इस सम्बन्ध में कुल कितना प्रावधान किया गया है; और

(ग) इस रफ्तार से सरकार इस योजना को कब तक पूरा करेगी ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Only Kiul-Jamalpur-Bhagalpur patch doubling is an approved work.

(b) The present cost of the work is approx. Rs. 9.00 crores, and the total allotment made during the last two years i.e., 1981-82 and 1982-83 is Rs. 46 lakhs.

(c) No target has been fixed for completion of the project, as availability of funds will dictate the same. Doubling beyond Bhagalpur towards Barharwa has not been approved.

श्रीमती कृष्णा साही : अध्यक्ष महोदय, मेरा प्रश्न है कि क्या सरकार ने किऊल से बरहरवा तक दुहरी रेल लाइन बिछाने की