

LOK SABHA DEBATES

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LOK SABHA

Tuesday March 18, 1975/Phalgun 27,
1896 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Decision on underground Railway
System in Bombay

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*384 PROF MADHU DANDA-
VATE

SHRI BHAOSAHAIB
DHAMANKAR

Will the Minister of RAILWAYS
be pleased to state whether Govern-
ment's decision not to undertake
underground railway scheme for
Bombay is final and irrevocable?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI MOHD SHAFI QURESHI)
No such decision has been taken by
the Government.

PROF MADHU DANDAVATE Will
not the capital intensive rate of the
underground railways in Bombay,
which is expected to cost only Rs 240
crores at the present price level is
likely to go up in 1990 to over Rs 600
crores? Will the implementation of
such a project not defeat the purpose
of dispersing the business and industry
in the city of Bombay? Also, will it
not defeat the purpose of the Maha-
rashtra Government to bring about
de-congestion in the city of Bombay?

SHRI MOHD SHAFI QURESHI All
these projects in Bombay, Calcutta,
Delhi and Madras were taken up at
§ 15-1.

the instance of the State Governments.
It is true that the capital cost would
be going up from year to year. For
instance, Corridor Six, which has
been planned at an original cost of
Rs 90 crores, at the present level of
prices is likely to cost Rs 160 crores.
If the State Government and the hon.
Member desire that we should not
take up such projects, we shall be
happy not to go ahead with them.

PROF MADHU DANDAVATE Al-
ready there is one project in Bom-
bay which is likely to cost Rs 2000
crores. This is an additional project
which will cost Rs 240 crores at the
present price level. You are thinking
of these projects at a time when you
are actually discarding or going slow
regarding the implementation of the
Konkan railway project, which is
likely to cost only Rs 270 crores at
the 1972 price level. Will you not
give precedence to such backward re-
gions in the matter of railway lines,
like the Konkan railways rather than
harping upon underground rails in
Bombay which is also not required
by the civic organisation of Bombay?
Will you take a concrete decision and
advise the authorities concerned not to
go ahead with this project?

SHRI MOHD SHAFI QURESHI As
I have already said if the State Gov-
ernment wants to change the priori-
ties and they do not want underground
railways in Bombay, certainly, we
shall consider this matter. We realise
the importance of developing the
backward areas. About the Apta-
Mangalore line a part of it has been
surveyed and, upto Dasgaon, some
preliminary work has also been done.
But the question is of availability of
funds. If the hon. Member, the State
Government of Maharashtra and other

Members from the area desire that we should give up the MTP project and invest money in some other projects; we shall certainly consider it.

PROF. MADHU DANDAVATE: You are putting the entire responsibility on the Maharashtra Government. It is supposed to be a Central project. Rather than relying on the wisdom or otherwise of the Maharashtra Government, will you take a wise stand and say that, in view of the resources to be made available to the backward regions of Konkan and other areas, you will not spend such a huge amount on the city of Bombay alone which will prevent dispersal of industries?

SHRI MOHD. SHAFI QURESHI: A decision has already been taken that we go in for underground railways in Bombay. To change the decision, it can be done only by the State Government. We cannot change it ourselves. Despite all this, our idea is to optimise the present system on the central and Western Railways entailing expenditure of about Rs 158 crores. With the completion of Phase I, we will be able to run train every five minutes on Central Railway and with the completion of Phase II, every four minutes on western Railway. With the completion of the last Phase, we will be able to run trains every three minutes. Inspite of these it has been found necessary that Corridor Six has to be constructed. If the State Government wants to give up the project, we will be too happy to reconsider.

SOME HON. MEMBERS rose—

MR. SPEAKER: Only Members from Bombay. Shri B. V. Naik.

AN HON. MEMBER: He is from Karnataka.

MR. SPEAKER: Mr. Naik, you should have said that you are not from Bombay.

SHRI VASANT SATHE: He wants an underground railway in Karnataka.

SHRI B. V. NAIK: The hon. Minister rightly pointed out the problem of resources in undertaking all the new railway lines. Linked up with this question, the question of other railway lines in remote, hilly, forest and backward areas was presented by the hon. Members. May I know from the hon. Minister the Indian Railways being what they are, 90 per cent being situated in the Gangetic valley of this country and remaining 30 per cent in the rest of 9/10th of the country, the Planning Commission swearing by the equitable or regional development of backward areas to eradicate regional imbalance and he is putting forth the argument of lack of resources when it comes to the backward areas, like, west coast of India ..

MR. SPEAKER: What is your question about this? I am sorry your question is not relevant to this.

SHRI B. V. NAIK: I am asking about regional imbalance. Whatever statistics may be .. (Interruption) He is from north-eastern area; I am coming from west coast area. If this is rejected, what are we to do?

MR. SPEAKER: I am sorry I made a mistake in calling you, Shri Sathe.

SHRI B. V. NAIK: I will be grateful to you if you get me a reply from the hon. Minister.

SHRI VASANT SATHE: Just now the hon. Minister has said that the proposal for underground railway in Bombay has been made by the Maharashtra Government and has been approved. Is the money to be spent on this project by the Maharashtra Government or are they contributing any money? Or, is the entire money of Rs. 240 crores or whatever it is going to be provided by the Central Government, that is, the Railways? If that is so, will the Railway Ministry take up with the Maharashtra Government

the question of giving priority to the Konkan Railway which has been hanging fire for the last 20 years; you have not done anything except the earth-work done in the drought-relief programme in the Apta region; you have not spent a single farthing on that. Therefore, will you take up this matter with the Government of Maharashtra to give priority to the Konkan Railway and not to this underground railway which has also to go under the sea in Bombay if the train has to go underground, it will have to go under the sea also. I would like to know what is your intention.

SHRI MOHD. SHAFI QURESHI: The Railway Metropolitan Transport Project was set up at the instance of the Planning Commission. It is the planning Commission which has to give the money for this project as well as for Apta-Mangalore railway line. If the money is made available, then the question of priority can be fixed. But whatever little money we have been given so far, is spent on these projects.

श्री मुकेश चन्द कल्याण: सभी मन्त्री जी ने अपने उत्तर में इस बात को कबूल किया है कि बम्बई, कलकत्ता, दिल्ली और भद्राचल में भूमिगत रेल बनाने वाली है। उसकी योजना की अभी कोई निश्चित रूप देखा हमारे सामने नहीं है। मैं जानना चाहता हूँ कि भूमिगत रेल कब तक प्रारम्भ हो जायेगी? क्योंकि रेल के अन्दर बड़े सहरो में आबासमय कठिन होता जा रहा है। इस बात को देखते हुए सहरो में अधिक भीड़ भाड़ न हो तो इस योजना को सकल करने में कितना समय लेंगे?

श्री मुहम्मद सली कुरेजी: अलग अलग समय में अलग अलग प्रोजेक्ट चल रहे हैं। अन्धर हवाई मार्गो हानत की है बैरी ही रही वा इसके सम्बन्धी हो जाये तो कलकत्ता का प्रोजेक्ट 8-10 साल में पूरा हो जायगा। बम्बई में जो रेल कार्य करना है उसमें 9 म.व में कीटीदार अन्धर 8 कम्पलीट हो जायगा।

दिल्ली और भद्राचल का सर्वे चल रहा है और सर्वे रिपोर्ट कमीटर करने के बाद यह निर्णय लिया जा सकता है कि कितना समय लयेगा।

DR. KAILAS: Neither the Government of Maharashtra nor a single soul in Bombay is against the line which may be put up or which should be put up between Dargam and Mangalore, the konkan Railway. But I am not going to accuse the hon. Member who has raised this question. Every one knows the pitiable conditions of the suburban passengers of Bombay because of overcrowding in the local trains. Hence, we are demanding this underground railway; we have been demanding it for the last 20 years. (Interruptions) Bombay belongs to Maharashtra and they cannot object to what is being done for Bombay's population. Bombay is the heart and soul of Maharashtra and also India. It was after great persuasion that the Planning Commission have agreed to this. I cannot understand this proposal of stopping the construction of underground railway and demand for diverting the funds....

अन्धर सहरोब में बड़ा हैरान हूँ कि एक साल प्रश्न का उन्होंने जवाब दिया है, उनमें यह सवाल कैसे पैदा होता है।

DR. KAILAS: Other members have linked this question. I have to reply to them. I would not have raised any question had they not taken such an attitude about Bombay in this House. May I know from the Minister—can any one direct the Planning Commission as well as the Minister for Railways to divert the funds which are available for the underground railway in Bombay? But I would plead and ask the Minister of Railways as to when is he going to press that Maharashtra Government to give priority for the Konkan railway and that it should also be taken in hand early.

अध्यक्ष सहायक: जो जवाब मन्त्री जी ने दिया है उसको कोई फिगर ले चला है, कोई फिगर ले चला है, कोई कैंकव ले चला है। चला तो कन्वर्ट का है।

PROF. MADHU DANDAVATE: Bombay and the Konkan are very much linked up.

SHRI INDRAJIT GUPTA: It is all right provided you do not allow it to be taken out of the country.

SHRI MOHD. SHAFI QURESHI: So far as the railways are concerned, we have no plan to give up either the Konkan Railway or the suburban system in Bombay. The views expressed by the hon. Members may be divergent but our policy is consistent and will be followed.

SHRI R. S. PANDEY rose.

MR. SPEAKER: I am not going out of Bombay.

SHRI R. S. PANDEY **

अध्यक्ष सहायक: आप का एक शब्द नहीं आ रहा है रेकार्ड भर क्यों कि मैंने आप को बुझाया नहीं है। इन्होंने क्या काफ़दा है आप बोलने आ रहे हैं ?

SHRI DINEN BHATTACHARYYA: Just now the hon Minister said that the Calcutta underground railway will be completed in eight years' time. My question is: actually, what is the amount allotted for this whole scheme? Now if you have allotted a particular amount, after 8 years, at the completion stage, the cost will go up and the amount will not suffice. In that case, how does the railway propose to obviate this difficulty? What is your decision in the matter?

SHRI VASANT SATHE: It will take sixteen years then.

SHRI MOHD. SHAFI QURESHI: It is true that the cost escalation element will be there and the problem

can be solved by asking the Planning Commission to provide more funds.

AN HON. MEMBER: The Maharashtrians are fighting amongst themselves.

MR. SPEAKER: I never wanted others to jump in.

Introduction of Passenger Trains on Katni-Singrauli-Chopan Section

*385 **SHRI NARENDRA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Katni-Singrauli-Chopan Section of the Central Railway was primarily constructed for running passenger trains but so far no such passenger trains have been introduced in this section.

(b) if so, whether construction of station buildings, platforms and other installations are complete for the purpose in this section, and

(c) if so, the reasons for not introducing the passenger trains in this section?

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

(b) and (c) Do not arise

SHRI NARENDRA SINGH: I am surprised to hear the answer given by the Minister to my question. The construction of this Katni-Singrauli line was started in 1962 and was completed long ago. Goods train services are in operation since long but passenger services have not yet been started on this section. A decision was taken to start running a passenger train on this line and work of constructing the necessary platforms, etc. started. Why was this platform constructed at that time? I want to know.