

West Coast Railway from Apta to Dasgaon

*105. SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether any programme for starting the work on West Coast Railway from Apta to Dasgaon has been fixed, if so, the gist thereof;

(b) whether Government of Maharashtra agreed to bear a part of the expenditure for this track, if so, what is the nature of this agreement; and

(c) when Government propose to start work on this line, especially, for purpose of tunnelling and building bridges?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) Arrangements have been made to start the earth work for this section as a measure of drought relief.

(b) The Government of Maharashtra have offered to provide the land free as well as carry out a portion of earth work under drought relief provided the same conditions were made applicable to new lines in other States.

(c) Earth work is being taken up and major items of work will be taken up in due course after the work is sanctioned.

SHRI SHANKARRAO SAVANT: The reply given to the question is heavily fenced by many provisos and 'ifs' which may become insurmountable if bureaucratic intransigence is allowed full swing as is done at present. We have already lost a valuable month of work because the earthwork was to start on the 5th February, and this was due to the departmental bickerings. In view of all this, and in view of the reply given, I would like to know in the first place, if the Maharashtra Government's offer

is accepted—that is the condition laid down by it—whether the same conditions are made applicable to other States also.

Secondly, when will the earthwork be started?

Thirdly, who is to give sanction? Because it is said here that sanction will be given. When will it be given so that the major items of work can be started?

SHRI L. N. MISHRA: First of all, all these aspects have been explained in my budget speech which I made in this House last week. Then, I laid a statement in this House yesterday evening explaining the whole position about this line. So far as sharing a portion by the Maharashtra Government is concerned, they have agreed to give us the land free. We have also suggested to them that they will meet a part of the earthwork because they have got a drought relief programme to be covered in that area. This line falls within the drought-affected area. As I have said in my reply to the original question, if the other States also do the same thing, we will have no objection and we still hold to this condition: that we will get the land free and a portion of the earthwork done provided the other States also agree. This is the condition for the Maharashtra Government. I request the hon. Member to realise that the scheme is being worked out. It is very difficult to say when this work, when the whole scheme would be completed. It is not easy to complete a scheme for 409 kilometres.

SHRI SHANKARRAO SAVANT: My question was this. I have specifically asked when the earthwork will be started, and whether the condition laid down by the Maharashtra Government has been accepted and when the sanction will be given. These are straight questions, and they have not been answered.

SHRI L. N. MISHRA: In my yesterday's statement, I have said that the earthwork will be started immediately. I have also said that the Maharashtra Government is going to contribute to it. This consent of the Maharashtra Government has been obtained. Sanction for the work has been given. I have laid a statement yesterday.

PROF. MADHU DANDAVATE: Sir, the route under question are part of the west coast Konkan railway. In your statement, you have already said that "In regard to the other two projects in Maharashtra, the availability of resources, the requirements of the fifth Plan for moving the traffic offered and the *inter se* priorities for such development works are being examined." Do we take it for granted that the entire question of the west east Konkan railway is still in the process of active consideration and examination and that the question of its immediate implementation does not arise?

SHRI L. N. MISHRA: So far as 108 km. are concerned, immediate implementation is there. Work is being taken up. Of course we have to start earthwork. So far as the whole project is concerned, it has not been sanctioned; I will have to come to the House and ask for funds and I must have a look at this. There is no provision for that in the budget. I must come before the House.

PROF. MADHU DANDAVATE: On a point of clarification. Is it the present position that so long as sanction and budgetary provisions are not there, the Konkan line is still under examination?

MR. SPEAKER: That is what he says.

SHRI L. N. MISHRA: The project report is ready; the survey has been made and we know the cost. The question is about finding funds; for

108 kms., I say: yes, it is going to be taken up and it would be completed in time, 790 kms is still left and for that we have to find out funds—Rs. 325 crores. Members will have to bear with me for some time... (*Interruptions*).

SHRI B. V. NAIK: The statement of the hon. Minister yesterday said categorically: "New B.G. line from Apta to Dasgaon as part of the Konkan line from Apta to Mangalore—total cost Rs. 225 crores including rolling and interest during construction length 910 kms." Would the hon. Minister like to revise his figures, within such a short period, to Rs. 325 crores, about Rs. 100 crores more. May I know whether the Konkan railway line has been cleared or stated to have been cleared on the 7th of January, 1973, in a statement in Maharashtra by the hon. Prime Minister of India?

SHRI L. N. MISHRA: I have stated it in Rajya Sabha yesterday. Of course the decision has been taken at the initiative of the Prime Minister. I had been to that area and made some announcement. It was examined. Of course survey was going on. We have sanctioned 108 kms. About Rs. 325 crores, I request the hon. Members to give thought to the interest part of it, rolling stock part of it; it is more than Rs. 300 crores. I request the hon. Members to accept these figures... (*Interruptions*). At the moment 108 kms. work will be done; for the rest we shall have to wait.

SHRI DHAMANKAR: May I know whether earth work will be started from both ends simultaneously?

SHRI L. N. MISHRA: It is a suggestion; it is for the engineers to decide.

SHRI S. B. GIRI: From the statement of the hon. Minister it appears that certain important works, new lines, conversion, etc., are presently

under examination and active consideration of the Government. One of these works is: Guntur-Macherla Conversion to Broad Gauge and Nadikude-Bibinagar—New broad gauge line. May I know whether the South Central Railway had submitted any scheme and if so what are the details of the scheme?

SHRI L. N. MISHRA: This does not relate to Maharashtra. I have explained in detail the position regarding the proposals received, surveys completed or going on. If the hon. Member goes through paras 41 and 42 of my Budget speech, he will find where that line stands.

SHRI S. B. GIRI: I ask whether the Railway Board has received from the South Central Railway any proposals regarding Guntur-Macherla line and if so what are the details of that scheme?

MR. SPEAKER: You are asking a specific question; try to remain on the main line.

SHRI P. VENKATASUBBAIAH: The hon. Minister has made a statement that this particular part of the work has been sanctioned because it is a drought-affected area. It is a good departure from the old policy that even though they are not in the regular plan they will be taken up because of the drought conditions and several other factors. May I know whether the hon. Minister has in mind any such works in other areas and, if so, whether he has received any proposal from the Andhra Pradesh Government?

MR. SPEAKER: It is beyond the scope of the main question.

SHRI RAJA KULKARNI: All this confusion has been created because of a statement made by the Chairman of the Railway Board.

MR. SPEAKER: Next question.

भाखड़ा परियोजना से बिजली की सप्लाई में कमी किया जाना

*107. श्री श्रींकार लाल बोरवा : क्या सिंवाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भाखड़ा बिजली परियोजना से होने वाली बिजली की सप्लाई में कमी कर दी गई है ;

(ख) यदि हां, तो कितनी ; और

(ग) क्या सरकार का विचार उन कारखानों को मुआवजा देने का है जिन्हें भाखड़ा से बिजली की सप्लाई में कमी किए जाने के फलस्वरूप हानि हुई है ?

सिंवाई और विद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) और (ख). भाखड़ा नंगल से बिजली की सप्लाई, जो कि 10 दिसम्बर, 1972 तक औसतन 12.5 मिलियन यूनिट थी, को इसके बाद कम करके औसतन 10.26 मिलियन यूनिट कर दिया गया है ।

(ग) ऐसा कोई प्रस्ताव नहीं है ।

श्री श्रींकार लाल बोरवा : अध्यक्ष महोदय, मैं जानना चाहता हूँ कि इस बिजली की कमी का किन किन राज्यों पर असर पड़ा और जिन फैक्टरियों या कृषि के कामों पर असर पड़ा है उसकी कुल लागत कितनी आंकी जायेगी ?

श्री बालगोविन्द वर्मा : बिजली की कमी का असर पंजाब, हरियाणा, राजस्थान, और दिल्ली में डेसू के ऊपर पड़ा है । इससे होने वाली हानि के बारे में कुछ नहीं बताया जा सकता । (अवधान)

श्री श्रींकार लाल बोरवा : क्यों नहीं बतलाया जा सकता ? एक डेढ़ महीना पहले हम प्रश्न देते हैं । हमने पुछा था कि कितनी कमी