

और किन क्षेत्रों में अधिक लोग घायल हुए—
इन का क्षेत्रवार व्योरा क्या है ?

श्री मुहम्मद शफी कुरेशी : इन का व्योरा
इस तरह से है—

रेलवे	क्षेत्र गण		जखमी हुए	
	1974	1975	1974	1975
नार्थवेन रेलवे	—	—	9	12
नार्थ ईस्टर्न रेलवे	—	—	—	—
ईस्टर्न रेलवे	3	3	27	22
साउथ ईस्टर्न रेलवे	—	1	35	10
सन्दूरल रेलवे	—	1	2	5
वेस्टर्न रेलवे	—	—	—	—
सदर्न रेलवे	—	—	10	14
नार्थ-ईस्ट क्रान्तीयर रेलवे	—	—	—	—
साउथ मन्द्रन रेलवे	1	0	45	33
कुल जोड़	4	5	128	96

SHRI VAYALAR RAVI: The statement of the hon. Minister says that 9 people are killed. I would like to know from the hon. Minister, whether any of the claims from these families is pending, including those for the employment of the heirs of the deceased?

SHRI MOHD. SHAFI QURESHI: To all the persons killed during 1974 full compensation has been given. Cases of 4 killed in 1975 are being processed.

Underground Railway in Calcutta

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*198 **SHRI SOMNATH CHAT-
TERJEE:**
**SARDAR SWARAN SINGH
SOKHI:**

Will the Minister of RAILWAYS be pleased to state:

(a) when is the work on underground railway in Calcutta likely to be completed;

(b) the present estimated expenditure therefor; and

(c) the increase in the expenditure due to lapse of time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The original target date of 1979 for commissioning is under review due to resources constraint.

(b) Based on 1973-74 level of prices, the Project is now estimated to cost Rs. 250 crores.

(c) It is not possible to foresee the extent to which the cost may increase till the Project is completed.

SHRI SOMNATH CHATTERJEE:
Sir, the hon. Minister has not replied to part (c) of my question. I had asked about the increase in the expenditure due to lapse of time, because a greater time will be taken. What was the original estimate, what has become the increase in the estimate, what is the percentage of increase, because of lapse of time? This part has not been answered at all.

SHRI MOHD. SHAFI QURESHI:
As originally estimated, the cost of this 16.7 Km. construction was Rs. 140 crores. I had said that according to the present sanctioned revised estimate, the cost would be Rs. 250 crores.

SHRI SOMNATH CHATTERJEE:
The original target date was 1979. We are not even given any assurance or idea as to when it will be completed, or whether it will take another 10 years. We do not know how many years it will take. In the meantime, the trees are being felled in Calcutta; the Maidan is being wasted; the entire area has been cordoned off. Immense trouble is being faced by the people, with no assurance of completion of the job. Therefore, may I know as to what are the resource constraints now? And, in view of the present constraint, what is the time expected to be taken for the completion of the work? Have you any idea; or are you making a wild guess?

SHRI MOHD. SHAFI QURESHI:
As I have said earlier, the original estimate was Rs. 140 crores which included about Rs 23 crores as an estimate of foreign exchange. Now, the present cost would be Rs 250 crores, of which the foreign exchange element will be about Rs. 38 crores. The question is one of locating the resources. With the constraint on the resources, it will not be possible for me to give a definite date; but certainly it will not be completed in 1979, in any case.

SHRI SOMNATH CHATTERJEE:
I had not put my second question. This is very important for Calcutta, which as you know from your experience, is now facing the greatest problems of transportation and communication. May I know from the hon. Minister if the Ministry has got financial restraints or constraints and if they are not able even to import the necessary hardware or the machinery, I mean, for the purpose of this underground railway, this sort of piece-meal work is being done in the centre of the city? The whole area has been cordoned, trees are being felled and people are having difficulty. The small open maidan that we have is now being made out of bounds for the people. What is this sort of planning and programme? Some work is being done in the northern most part, at Belgachia. Now the centre is attacked. What will happen in the middle portion, nobody knows; what will happen in the south, nobody knows. What is the sort of programme and planning that this Ministry has, without knowing what are the resources that they require ultimately? They have estimated the present expenditure at Rs. 250 crores on the basis of the 1973-74 price-line. To-day we are in 1976. What sort of estimate is this Ministry making, we do not know. That is why we say that you are ignoring the eastern zone deliberately.

SHRI MOHD. SHAFI QURESHI:
All the concerned Ministries and the Planning Commission are of the opinion that this project should be given the highest priority. But the trouble is that when we do not start the work, we are blamed that we are not starting the work; when we start the work, they ask; why are you digging the tunnels? (*Interruptions*) You are doing all this because you are not interested in this work; you are interested only in agitation. You only want to desroy the whole thing (*interruptions*) Because, you do not know what construction means. We have all along been doing construction works. So.

you should try to understand what construction means.

MR. SPEAKER: He wants to know why the work is taken up in different parts of the city.

SHRI MOHD. SHAFI QURESHI Contract for the work has been given to different parties. The work has to be started according to the priority laid down by the engineers

SHRI SOMNATH CHATTERJEE
Lack of common sense

SHRI MOHD. SHAFI QURESHI:
Common sense needs refreshment sometimes

SHRI H N MUKERJEE: In view of the fact that in so many other cities of the world, including a place like Leningrad, where the sub-soil conditions are perhaps very much more difficult than in Calcutta, there is tube railway, may I know how it is that Government, when it started this scheme, did not appear to have a manageable practicable programme of work, so that now when they claim to have the support of everybody in the country, and the voluntary cooperation of the people can be enlisted if they know for a certain fact that within a period of time the tube railway would be available, how is it that they do not have a target and they are proceeding in a manner which does not suggest anything like a business-like process and how is it that in a Question Hour, instead of being given the facts of the situation we are confronted with a proposition that some people in that region might be opposed or might be interested in other things? May I know how is it that Government formulates a programme for a tube railway in Calcutta that for more than ten years it is kept hanging fire and, in the mean time the whole area would go to blazes?

SHRI MOHD SHAFI QURESHI.
For external expert assistance we have had the benefit of the view of the

Russian experts. They have been associated with the project for a long time. Certain equipment has also to be imported from that region. It is not that we are not taking advantage of other people and their experience in other countries in this metropolitan project. But, as I have said the main difficulty is financial constraint, while the original estimate was Rs 140 crores, now it has gone up to Rs 250 crores. The cost might still go up higher because the cost of certain foreign equipments and local purchases may go up. That is the main reason why the project is getting delayed. As a matter of fact, Government has already started work

SARDAR SWARAN SINGH SOKHI
My question is in three parts. The Minister has stated that it is not possible to foresee when the project would be completed because of the increase in costs (a) If he is unable to foresee what will be the cost, on what basis does he prepare the annual budget and come forward for money here? (b) Is it a fact that only eight per cent of the work has been completed by December 1975? (c) May I know whether any equipment for tunnel construction would be imported from the Soviet Union and, if so, what is the cost of that equipment?

MR SPEAKER He can answer Part (b) of the question

SHRI MOHD SHAFI QURESHI
The percentage is about 8

Measures to bring down Price of Drugs

*199 **SHRI SHANKERRAO SAVANT**
Will the Minister of **CHEMICALS AND FERTILIZERS** be pleased to state

(a) what attempts have been made, after the proclamation of emergency, to bring down the prices of drugs