

kulam-Alleppey line may be extended to Kayamkulam to serve as an alternative route, to meet the growing demands of traffic. The question of extension of the line to Kayamkulam would be taken up at the appropriate time.

(c) No, Sir. As stated above, this will be taken up at the appropriate time.

(d) The Final Location Survey and the construction would be taken up during the current year. Re. 1 crore has been provided for the current year for the construction of this line, which is likely to cost about Rs. 7 crores. The line is expected to be completed in 3-4 years, time subject to the availability of funds

SHRI C. K. CHANDRAPPA Sir, in the statement, the hon Minister has said that the proposal to extend the Railway to Kayamkulam is not under consideration at present. Sir, I would like to know from the hon. Minister since he is saying that the construction of Cochin-Alleppey railway line will take four to five years—this is according to his statement—whether it is not better that we make sufficiently advance decision so that after constructing the lines we will not lose time to connect these lines because you yourself have said that it may serve as an alternate line which may help the railway development in that part.

PROF. MADHU DANDAVATE: I have not made a firm commitment in my reply regarding the extension. If you read between the lines you will very well see that I expressed myself in favour of that extension. The hon MP's demand is for making a provision in advance. It should be appreciated that unless we make a provision for the finances in advance, we cannot make provisions for the extension in advance. That is the only reason why I have not given a positive reply.

SHRI C. K. CHANDRAPPA: About the positive reply, the hon. Minister himself has said that between lines he is in favour of extending the line. So I do not want to put another question. I hope he will keep it in mind.

MR. SPEAKER: Today is the only day when I could give chance to everybody who wanted to put questions.

#### WRITTEN ANSWERS TO QUESTIONS

##### Indian Shipping

\*970. SHRI JANARDHANA: PO-OJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that growth of Indian shipping in the country is not upto the mark;

(b) whether it is also a fact that Indian ships carry only 28 per cent of the country's trade; and

(c) if so, steps taken by Government to boost Indian shipping?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM): (a) No, Sir. The total Indian shipping tonnage which stood at 1.92 lakhs GRT on the eve of independence has grown to 55.58 lakhs GRT as on 1st April, 1979

(b) and (c). According to the last available figures, the Indian ships carried 38.76 per cent of the national trade in 1977-78. However, with a view to ensure a progressive growth in the share of carriage of our trade by Indian vessels, Government have, from time to time, reiterated that Government owned or controlled cargo should, as far as possible, be

shipped through Indian vessels. Through various media and forum like All India Shippers' Council and its regional Associations Government persuades and appeals to private Indian Shippers to patronise Indian vessels.

**Modernisation of Manufacturing Units**

\*971 SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministry's programme for modernisation of manufacturing units under its control is based more on import of equipment rather than for indigenous equipment;

(b) if so, what is the import content along-with the amount in this programme as against Indian component;

(c) what are the reasons for having the programme based on high import content; and

(d) what steps are being taken to reduce the import content in the interest of indigenous availability?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No, Sir.

(b) to (d). Do not arise.

**Conversion to B. G. of Aurangabad-Manmad M. G. Line**

\*972. SHRI V. TULSIRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Aurangabad-Manmad metre gauge line is being developed into a broad gauge line and a sum of Rs. 80 crores has been sanctioned for the same;

(b) if so, whether work on this project has been started;

(c) what will be the expenses in dismantling the old line and arranging the new broad gauge line; and

(d) why has it been thought essential to have the change over with such huge expenditure involved?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Aurangabad-Manmad section is being converted into a broad gauge line, as the first phase of the conversion of the Manmad-Parbhani/Purli Vajinath project. The whole project has been approved at an approximate cost of Rs. 31 crores.

(b) Yes, Sir.

(c) The cost of the conversion of the line between Manmad and Aurangabad is expected to be approximately Rs. 16 crores.

(d) Conversion of this line has been accepted as a necessity to serve the backward Marathwada region of Maharashtra State which will provide a direct BG connection to other parts of Maharashtra and the rest of the country.

**Increase in Allocation for Improving Roads in Tamil Nadu**

\*976. SHRI R. KOLANTHAIVELU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received proposal from Tamil Nadu Government for increase in allocation for improving roads in Tamil Nadu;

(b) whether it is a fact that the Centre has sanctioned only Rs. 30 crore; and

(c) if so, whether Government propose to increase the allocation?