

(b) the number of such chartered fishing boats presently actually operating in India ; and

(c) whether such boats are fishing within the 12 nautical miles of Sea Coast causing disturbance to the people ?

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI YOGENDRA MAKWANA) : (a) No permits have been granted to foreign Companies. Permits are granted to Indian Companies to charter foreign fishing vessels and at present there is no move to revoke the permits issued.

(b) Twenty Eight.

(c) Such vessels are not allowed to operate within 12 nautical miles on the east coast and 24 nautical miles on the west coast, as a general rule.

Mass Rapid Transport System for Delhi

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*27. SHRI LALITESHWAR SHAHI :
DR. G.S. RAJHANS :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the task force which was set up to recommend the Mass Rapid Transport System (MRTS) for Delhi has since submitted its report to Government;

(b) if so, the salient features thereof;

(c) whether Government propose to implement the MRTS for Delhi ; and

(d) if so, by when and to what extent the problems of congested traffic on roads in the capital is likely to be solved ?

THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI MOHSINA KIDWAI) : (a) Yes, Sir.

(b) The salient recommendations of the Task Force are given in the statement below.

(c) and (d) The recommendations of

the Task Force are under the consideration of Government. The traffic congestion problems on roads in the capital will, it is hoped, be substantially resolved when the MRTS is introduced.

Statement

The following are the recommendations made by the Task Force :

(a) To start with, the Mass Rapid Transit System may be introduced on the 36 Kms. long East-West Corridor because traffic density is highest on this corridor.

(b) Only two systems of Mass Rapid Transit System would meet the requirements of Delhi, namely,

(i) The conventional Rail Based Rapid Transit System (LRT); and

(ii) The magnetic levitation system based on permanent magnets (M-Bahn system).

(d) M-Bahn system appears to be an attractive option because of its expected lesser total cost, improved technology and it being almost noiseless. However, this system has not been tried out over long distances, with heavy loading, and as a commercial venture, anywhere in the world. Detailed quotations may be obtained for both the conventional LRT system and the M-Bahn system for the full length (about 36 kms.) of the East-West Corridor. If, on the basis of the quotations received, M-Bahn system is found to be cost effective and competitive, the system should be tried out over a distance of 10 kms. and subjected to full operational trials. If the trials are not satisfactory we could change over to the conventional LRT system.

(d) If it is decided to adopt the M-Bahn system, all the required guarantees and preferably, some equity participation, should be secured, as a measure of caution, from the manufacturers who have evolved the M-Bahn system so that the risks of the Government of India are minimised.

(e) The identified alignment of the East-West Corridor should be provided with underground, surface and elevated

MRTS. Since the costs are very high, the underground portion of the MRTS should be kept to the minimum, not exceeding 6 kms.—3 kms. on either side of Connaught Place. In the entire trans-Yamuna area the system could operate on the surface. In the remaining portion of the corridor, surface of elevated system will have to be provided, depending upon the space available.

(f) The expenditure on the MRTS, which will be of the order of Rs. 750 crores, will have to be borne in the ratio of 40 : 30 : 30 by the Delhi Administration, the three local bodies (Municipal Corporation of Delhi, the New Delhi Municipal Committee and the Delhi Cantonment Board), and the Central Government.

(g) A Unified Metropolitan Transport Authority to take an overall integrated view of the total transportation system of Delhi may be set up under the chairmanship of the Lt. Governor, Delhi, which, *inter alia*, the senior officers of the Delhi Administration, local bodies, the concerned Ministries of the Govt. of India and the heads of the transport organisations under its umbrella.

SHRI LALITESHWAR SHAHI : I would like to know what are the salient features of the M-Bahn system. There are two recommendations of the Task Force. One is for providing Rail Based Rapid Transit System between east and west, of which underground will be 6 kilometres and the rest will be overground. The details given indicate that it will cost them Rs. 750 crores. But, Sir, at the same time there is another recommendation about the M-Bahn system. What is that M-Bahn system and how long will the Government take to decide about the course of action it proposes to take ?

SHRIMATI MOHSINA KIDWAI : Sir, all the details have been given in the statement which is laid on the Table of the House and there were two systems which were proposed by the Task Force—the Conventional Rail based Rapid Transit System and the magnetic levitation system based on permanent magnets (M-Bahn system). This M-Bahn system is a new technology and the Task Force has

recommended these two systems for Delhi. The recommendations are under the consideration of the Government and we hope that by the end of this year we will be finalising whichever system is suited to Delhi.

SHRI LALITESHWAR SHAHI : Sir, the Rail Based Rapid Transit System is one of the recommendations. But what about the other recommendation of the system which is supposed to be cheaper and speedier ? That is, M-Bahn system. What is this M-Bahn system ?

SHRIMATI MOHSINA KIDWAI : Sir, as I have said, M-Bahn System appears to be an attractive option because of its expected lesser total cost, improved technology and it being almost noiseless. And it is an improved technology in West Berlin. It is under trial for 1.6 kilometres. So, now the Task Force has recommended it because this technology is a new one and it is all based on magnet and it is highly sophisticated equipment. So, I can't say at this juncture what system will be adopted by the Government. The task Force has recommended two systems. It is because this M-Bahn system is not prevailing in any country. It is only under trial in West Berlin and it is only 1.6 kilometres. We are considering for 36 kilometres in Delhi from east to west corridor it is 36 kms. But if we adopt this system, we will try it on 10 kilometres.

SHRI LALITESHWAR SHAHI : My question is not being answered. My question is whether M-Bahn system is underground or overground rail or road or wire rope. What is this system ?

SHRIMATI MOHSINA KIDWAI : Just as we have said, the mass rapid transport system can be one of the systems mentioned. It can be underground ; it can be surface ; it can be elevated.

DR. G.S. RAJHANS : There is an apparent contradiction in the statement that has been laid. I quote :

“This system has not been tried out over long distances with heavy loading and as a commercial venture anywhere in the world.”

When the system has not been tried anywhere in the world, what is the necessity of trying it out in Delhi and what is the guarantee that this system will succeed?

MR. SPEAKER : There is always the first in everything.

[*Translation*]

SHRIMATI MOHSINA KIDWAI : As I have stated, we have not yet decided as to what system shall be adopted for Delhi. I think and you will also agree that Delhi has the largest road based transport system in the world. At present, we are managing with buses in Delhi. A Task Force was set up to evolve a system for Delhi. This Task Force has given two recommendations but it has not been decided so far as to which system should be adopted. The L.R.T. system is prevailing in many countries. There is no need to go into its details. M-Bahn is an improved technology and it is under trial in West Berlin at present. I think there is no harm in trying out this improved technology.

[*English*]

SHRI KHURSHID ALAM KHAN : Mass rapid transport system for the metropolitan cities of this country has been under consideration for the last 15 years. In fact, some experiment has already been made in Calcutta. I would like to know from the hon. Minister whether the experiment made in Calcutta has been a success or failure. There are normally four known systems of rapid transport system in the world, namely underground, elevated, over-head and monorail. It is for the Government now to take a decision keeping in view not only the requirement and the loading system but also the cost involved.

Will the hon. Minister indicate anything about these two factors ?

[*Translation*]

SHRIMATI MOHSINA KIDWAI : Mr. Speaker, Sir, it is a known fact that the underground system is very expensive. If the cost of surface transport comes to Rs. 1 crore, it will be Rs. 10 crores for an

underground system of the same length and capacity. Therefore, at present, we have taken up this system only in Calcutta. It can provide additional loading capacity of 90 thousand per hour. But keeping in view the cost involved, it will not be appropriate for us. In Delhi, due to congestion, somewhere the transport system will be on the surface and somewhere it will be underground. We have been informed that only 6 kms. can be underground, perhaps 3 kms. each side in Connaught Place. In the Trans-Yamuna areas, it will be somewhere on the surface and somewhere underground. This scheme has not yet been finalised. Because this congestion will increase by the end of this century and as many corridors have been proposed in the master plan, so first of all we are thinking of improving the transport system in Eastern and Western Delhi.

[*English*]

SHRI INDRAJIT GUPTA : Is metro experiment a success or failure ? You have not answered that.

SHRIMATI MOHSINA KIDWAI : It is a success. You are from Calcutta and you know better whether it is a success or failure.

SHRI INDRAJIT GUPTA : Your opinion may be different from that of mine.

Permits for restricted area

*30. PROF. MADHU DANDAVATE: Will the Minister of TOURISM be pleased to state :

(a) whether it is a fact that Union Government have withdrawn the powers to issue restricted area permits from the State Governments of Assam and Sikkim ;

(b) if so, whether this step has adversely affected the tourist traffic to these States ;

(c) whether the State Governments have sought withdrawal of Centre's order and also relaxation in issuing permits ; and

(d) if so, the reaction of Union Government thereto ?