

Corporate Plan

*335. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to refer to the reply given on 24 July, 1986 to Unstarred Question No. 1014 regarding Corporate Plan and state:

(a) whether the Corporate Plan envisaging the construction of 3,000 kilometres of new lines during the period 1985-2000 has now been chalked out in detail;

(b) if so, the distribution of the 3,000 kilometres for each one of the Zonal Railway and other relevant details in this regard;

(c) whether the addition in track/route kilometreage on account of the likely completion of the on-going projects has also been taken into account while finalising the Corporate Plan; and

(d) if so, the net addition likely to accrue to the track/route kilometreage consequent upon all on-going projects and whether the completion of such projects would be given priority in the execution of the Corporate Plan?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (d). A statement is given below:

STATEMENT

A Corporate Plan for the Indian Railways - 1985-2000 has been framed and sent to the Planning Commission which states as under in respect of the subject of construction of new lines:

"At the beginning of the 7th Plan, there were 40 new line projects on hand totalling 3776 route Kms. On an average, about 240 Kms. of new lines have been added to the network every year, since 1951. Based on the above policy, about 3,000 Kms. of new lines are likely to be commissioned during the next 15 years including those already sanctioned".

Details of lines to be completed as per the above estimation have not been worked out. These will be dealt with in each Annual Plan subject to availability of resources. This will include the on-going projects which may get commissioned. Priority for completion of the on-going projects will by and large be according to the policy stated in the Corporate Plan.

PROF. NARAIN CHAND PARASHAR: Mr. Speaker, Sir, the statement laid on the table of the House reveals that a corporate plan has been framed and sent to the Planning Commission. Further, it mentions that there were 40 new line projects on hand totalling 3776 route kilometres. Also, about 3000 kilometres of new lines are likely to be commissioned during the next 15 years including those already sanctioned. This means that only 776 kilometres of railway line will be left out. The statement mentions that--

[English]

"Priority for completion of the on-going projects will by and large be according to the policy stated in the Corporate Plan."

[Translation]

Mr. Speaker, Sir, I would, therefore, like to know from the hon. Minister the policy stated in the Corporate Plan.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): The construction of new lines has been given low priority in the Corporate Plan which has been sent to the Planning Commission. I said earlier also that special attention is being given to modernisation and rehabilitation. The Corporate Plan, now before the Planning Commission, envisages a projected investment of Rs. 1500 crores for new lines. We will complete this project as per the directions of the Planning Commission.

PROF. NARAIN CHAND PARASHAR: Mr. Speaker, Sir, on an average about 240 kilometres of new lines have been added to the network every year since 1951. I

want to know why the figure is so small. Plenty of funds were allocated for this work in the Second, Third and Fourth Five-Year Plans but in the Fifth, Sixth and Seventh Five-Year Plans, the funds allocated were slashed down. I do not think an average of all these figures would come to even 240 kilometres. In this context, how much priority will be given to on-going projects? Besides, I would also like to know whether special priority would be given to those states where railway line projects have not been completed since Independence, for example, in States like Punjab, Himachal Pradesh, Jammu and Kashmir and Haryana. Will the Hon. Railway Minister give due priority to projects whose foundation was laid by the Late Prime Minister, Shrimati Indira Gandhi, or the then Railway Minister?

SHRI MADHAVRAO SCINDIA: Sir, I have already mentioned that the Railways are giving priority to modernisation and rehabilitation. The construction of new lines has been given low priority but the on-going projects within the new lines would be given priority.

PROF. NARAIN CHAND PARASHAR: And what about North-Western India?

SHRI MADHAVRAO SCINDIA: In North-Western India, the railway line in which the hon. Member is particularly interested is the Nangal-Talwara railway line. A section of this line upto Raimehatpur was completed in March, 1985. The construction between Raimehatpur and Una is going on and the approval for acquisition of land has been given from Una upto Ambandora. The State Government kept the matter of land acquisition and land hand-over pending for some time. So, I seek the hon. Member's co-operation in this regard.

[English]

PROF. MADHU DANDAVATE: Sir, I would like to know from the Hon. Minister whether in the corporate plan for the new railway lines and tracks, he will keep in mind the perspective that especially those railway lines which help a number of

States, and provide a direct link to other states, for instance, a railway line like the West-coast railway which will benefit Maharashtra, Goa, Karnataka and provide a direct link to Tamil Nadu and Kerala - it will be a source of national integration - will be given priority. Whether he will give priority to such railway lines and expedite the matter in the perspective of rail traffic as well as defence as recommended by the Transport Policy Committee.

SHRI MADHAVRAO SCINDIA: New railway lines are given priority mainly on operational basis or if they are linked to a particular project or linked to any proposed project. As far as the particular line the Hon. Dandavateji has referred to the West-coast line - is concerned, as the hon. Member must be knowing, we have already completed the survey and it has been sent to the Planning Commission with a recommendation to even start the Mangalore-Udupi section. We are waiting for a response from the Planning Commission. I do agree with the Hon. Member that it is a very important line and as far as the Railway Ministry is concerned, we would like to take up this line. However, as the Hon. Member knows for the new line construction we have to get the clearance from the Planning Commission and act accordingly.

PROF. MADHU DANDAVATE: You must pressurise the Planning Commission to get the clearance.

SHRI MADHAVRAO SCINDIA: That will be done.

[Translation]

MR. SPEAKER: What does Shri Sultanpuri want to say? Once Shri Sultanpuri takes his turn, nothing much is left in the matter.

[English]

SHRI MADHAVRAO SCINDIA: Sometimes, as the hon. Member knows, it becomes very difficult even in spite of recommendations and pressurisation because of constraint of resources which may pos-

sibly be featuring in the Planning Commission's decision or it may be because of other priorities. I am sure the Planning Commission will pay heed to our recommendations but they have to keep the entire perspective in mind.

[*Translation*]

SHRI K.D. SULTANPURI: Mr. Speaker, Sir, the hon. Minister has asked us to contact the Himachal Pradesh Government for the acquisition of land for the Talwara Railway line. Speaking in this House, our former Railway Minister had said that provision has been made in the plan for extension of several railway lines like Kalka to Parwanoo and Jagadhri to Paonta, but nothing has been done in this direction till today. It is unfortunate that the Government has closed down the 50-year old railway line upto Shimla which was a tourist attraction. I want the hon. Minister to clarify whether the Government will restore the train service upto Shimla in order to promote tourism in Himachal Pradesh?

SHRI MADHAVRAO SCINDIA: I will send a detailed reply to the hon. Member in this regard.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Renovation of Air India Offices in Delhi

*323. SHRI MANIK REDDY:
SHRI PRAKASH CHANDRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to decorate/renovate Delhi offices of Air India in Himalaya House, Scindia House and the Mega Centre;

(b) if so, the amount involved and the head for this expenditure; and

(c) the estimated value of the furnishings, etc. likely to become surplus and the manner in which it will be utilized?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI JAGDISH TYTLER): (a) and (b). An amount of Rs. 54.95 lakhs has been incurred on the new Booking Office opened by Air India in the Jeevan Bharti Building (Mega Centre). This amount has been incurred under the head "Maintenance of Buildings and Equipment" Renovation of Scindia House and Himalaya House is contemplated at an estimated cost of Rs. 37 lakhs to meet the changed requirements.

(c) The major portion of the furniture will be used by other Departments of Air India. Only the old counters at Scindia House will have to be auctioned and their written down value is negligible.

[*Translation*]

Shortage of Teachers in Rural Delhi Schools

*329. SHRI BHARAT SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is a shortage of teachers in schools running on 10 plus 2 pattern in rural areas of Delhi;

(b) if so, the steps proposed to be taken by Government in this regard;

(c) whether there is no college in Najafgarh Block of Delhi; and

(d) if so, the time by which a college will be opened in Najafgarh Block?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b). There is some shortage, which is not unusually large, of teachers in schools located in rural areas of Delhi. Delhi Administration is taking steps to fill up these vacancies early.

(c) There is no college in Najafgarh Block.

(d) There is no such proposal under consideration.