

RAJYA SABHA

Wednesday, the 21st December, 1994/30th
Agrahayana, 1916 (Saka)

□ The House met at eleven of the clock,
Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTION

MR. CHAIRMAN: Question no. 201

श्री जगदीश बाबू : माननीय सभापति महोदय,
ए०टी०आर० संसद में पेश किया गया है और ए०
टी० आर० में जो दोषी मंत्री हैं, वे हाउस में बैठे
हुए हैं।

Mr. CHAIRMAN: Let us go ahead with
the Question Hour. You can raise it in
Zero Hour, please.

Question No. 201.

Increase of Rail routes in the country

*201. SHRI SURESH PACHOURI:
Will the Minister of RAILWAYS be pleas-
ed to state :

(a) the State-wise rail route kilometers
per thousand square kilometers of area;

(b) the details of steps taken by
Government to increase rail route in
backward areas;

(c) whether it is a fact that Madhya
Pradesh is lesser developed in regard to
the rail route per thousand square kilo-
meter of area; and

(d) if so, the steps taken by Government
to increase the rail route in Madhya
Pradesh?

THE MINISTER OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF): (a) to
(d) A statement is laid on the table of
the Sabha.

Statement

(a) The State-wise/Union Territory-
wise rail route kms. per thousand square
kms. of area in each State/Union Terri-
tory as on 31.3.1994 is as under :—

S. No.	State/Union Territory	Rail route Kms. per thousand square Kms.
1.	Andhra Pradesh	18.45
2.	Arunachal Pradesh	0.02
3.	Assam	29.79
4.	Bihar	30.41
5.	Delhi	113.17
6.	Goa	21.36
7.	Gujarat	26.94
8.	Haryana	33.89

9.	Himachal Pradesh	4.79
10.	Jammu & Kashmir	0.40
11.	Karnataka	16.05
12.	Kerala	27.09
13.	Madhya Pradesh	13.50
14.	Maharashtra	17.74
15.	Manipur	0.06
16.	Mizoram	0.07
17.	Nagaland	0.56
18.	Orissa	14.14
19.	Punjab	42.11
20.	Rajasthan	16.97
21.	Tamil Nadu	30.92
22.	Tripura	4.26
23.	Uttar Pradesh	30.37
24.	West Bengal	43.10
25.	Chandigarh	96.49
26.	Pondicherry	55.10

TOTAL 19.06

NOTE : 1. Figures computed by taking route
kilometerage as on 31-3-1994 and
area given in "India 1993", pub-
lication Division, Ministry of
Information & Broadcasting,
Government of India.

2. States/Union Territories not men-
tioned above do not have Railway
lines.

(b) Development of Railway infrastruc-
ture is a continuous process through Five-
year plans. Railways' VIII Five-year
Plan envisages investment of Rs. 27,202
crores for development of railway infra-
structure.

Railway lines are being extended to
backward areas as per availability of re-
sources and likely traffic potential.

Project even with low rate of return
are taken up keeping in view overall devel-
opment plans of the backward regions.

(c) and (d) The rail route Km./thou-
sand Sq. of area in Madhya Pradesh as
on 31-3-1994 was 13.50. Since 1960-61
a length of 834 rail route Km. have been
added in the state of Madhya Pradesh
which is the highest incremental figure
for any state. The total rail route of
5987 Km. in Madhya Pradesh as on
31-3-1994 is the second highest state-wise
figure in the country.

Some of the new rail lines laid in the
State of Madhya Pradesh to provide
infrastructure for development in the back-
ward areas of the State include Satna-
Rewa new BG line (50 Kms.) which was
completed in 1993-94. Besides, the Guna-
Gwalior-Etawa (348 Kms.) new BG line
has also been taken up for the develop-
ment of the backward areas of the State.
Major portion of this line falls in the
State and the line is making satisfactory
progress.

During the current year a proposal for construction of Dallirajhara-Jagdalpur new rail line, which has been primarily taken up for development of backward areas of Bastar region, has been sent to the Planning Commission for approval.

श्री सुरेश पचौरी : माननीय सभापति जी, माननीय रेल मंत्री जी ने राज्य-वार और यूनिजन टैरि-टरी के हिसाब से प्रति हजार वर्ग किलोमीटर क्षेत्र का जो ब्यौरा प्रस्तुत किया है, उसमें मध्य प्रदेश के लिए उन्होंने यह दर्शाया है कि रेल रूट प्रति हजार वर्ग किलोमीटर मध्य प्रदेश के लिए 13.50 है, जबकि जो नेशनल एवरेज है वह 19.06 प्रति हजार वर्ग किलोमीटर है। मान्यवर, ये आंकड़े देखने से यह लगता है कि मध्य प्रदेश की स्थिति अत्यंत दयनीय है, न केवल दयनीय है बल्कि दर्दनाक भी है क्योंकि अन्य राज्यों की अगर हम स्थिति देखें तो अन्य राज्य मध्य प्रदेश से काफी आगे हैं जिनमें आंध्र प्रदेश, असम, बिहार, दिल्ली, गोवा, गुजरात, हरियाणा, कर्नाटक, केरल, महाराष्ट्र, उड़ीसा, पंजाब, राजस्थान, तमिल-नाडु, उत्तर प्रदेश, वेस्ट बंगाल, चंडीगढ़, पांडिचेरी ये सभी शामिल हैं।

मान्यवर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि मध्य प्रदेश की रेल रूट की दर्दनाक स्थिति को देखते हुए निकट भविष्य में नए रूट देने की उम्मीद क्या योजना है? साथ ही नीमच-रतलाप, गोविया-जयलपुर, पारसिया-छिंदवाड़ा जो रेल रूट हैं, इनके गेज कन्वर्शन की क्या स्थिति है, कब से इनमें कार्य प्रारम्भ हुआ है, कब समाप्त होगा?

SHRI C. K. JAFFER SHARIEF : Sir, as far as the question of the hon. Member is concerned, as the House is aware, the laying of a railway line is not taken up on the basis of the size of the State or of the size of the population, but on the basis of the traffic survey. Therefore, it varies from State to State based on the economic development of the State. As regards Madhya Pradesh, whatever information is there, we have given. If you take from 1960-61 to 1993-94, in 1960-61 it was 5,153.22 kilometres whereas in 1993-94 it is 5,986.79 kilometers.

The variation is of 833.57 kilometers. So, it has progressed in this way. So far as the Neemach-Ratlam project is concerned, the work on the gauge conversion is in progress and is targeted for completion in 1995-96. As far as gauge conversion on the Parasias-Chhindwara line is concerned, this project is just taken up and it will be completed in the eighth Plan period. So far as the Jabalpur-Gondia project is concerned, it has been included in the first phase of the unigauge project and it will be taken up after the completion of Gondia-Chandrapur project in 1995-96.

श्री सुरेश पचौरी : माननीय सभापति जी, मैं आभारी हूँ कि मंत्रीजी ने मध्य प्रदेश में रेल रूट के

गेज कंवेर्जन पर विशेष ध्यान दिया है। मेरा दूसरा पूरक प्रश्न मूल प्रश्न के सी और डी भाग से संबंधित है। मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहूंगा कि मध्य प्रदेश को निकट भविष्य में कौन-कौन सी रेल लाईनें देने का प्रस्ताव है? गुना-इटावा जो रेल लाईन है उसकी क्या स्थिति है? साथ ही मध्य प्रदेश के आदिवासी बाहुल्य क्षेत्र में प्रारम्भ होने वाली दल्ली-राजहरा लाईन की क्या स्थिति है? जसा कि माननीय मंत्री जी ने अपने उत्तर में बताया है कि यह प्रस्ताव अभी प्लानिंग कमिशन को भेजा गया है। मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहूंगा कि दल्ली-राजहरा का कार्य कब तक समाप्त हो जाएगा और गुना-इटावा रेल लाईन कब तक समाप्त हो जाएगी और कब तक हम लोगों को दे दी जाएगी? साथ ही मध्य प्रदेश के लिए और कौन सी नई रेल लाईनें देने का प्रस्ताव है?

श्री राजगोपाल यादव : सर, इधर हिमाचल जी है।

SHRI C. K. JAFFER SHARIEF : So far as the Guna-Etawah project is concerned, the work is in good progress. It is an ongoing project. So far the Dalli-Rajhara-Jagdalpur project is concerned, we have already referred it to the Planning Commission for clearance. Basically, it is the Steel Authority of India which is going to fund it. The Railways is also going to fund this project partly. So far as the Satna-Rewa project is concerned, it has already been completed. Sir, these are the lines which we have in mind.

SHRI SURESH PACHOURI : What about Guna-Etawah?

SHRI C. K. JAFFER SHARIEF : Sir, as I already said, it is a new line which is in progress. So far as this project is concerned, we are maintaining good progress.

श्री संघ प्रिय गौतम : सभापति जी, पिछले वर्षों में देश में अनेकों रेलवे लाईनों का दोहरीकरण भी हुआ है, नैरो गेज से मीटर गेज में परिवर्तन भी हुआ है, सुपर फास्ट रेल गाड़ियाँ भी बनाई गई हैं और राजधानी और शताब्दी एक्सप्रेस के लिए भी मंत्री जी को बढ़ाई देता हूँ और मैं इस बात के लिए भी बढ़ाई देता हूँ कि बुलन्दशहर से एक टोंकर का सेकंड स्लीपर कोच आपने लखनऊ के लिए प्रारंभ किया। लेकिन मान्यवर, मैं आपके माध्यम से मंत्री जी को बताना चाहता हूँ और पूछना चाहता हूँ कि बुलन्द शहर जनपद राष्ट्रीय राजधानी क्षेत्र के अंतर्गत स्थित है। बुलन्दशहर देश का सबसे बड़ा गेहूँ पैदा करने वाला जिला है और यह आधी दिल्ली को दूध और सब्जी सप्लाई करता है। लेकिन बुलन्द-शहर जनपद मुख्य रेलवे लाईन से प्रदेश की राजधानी लखनऊ और देश की राजधानी दिल्ली से जुड़ा नहीं है। कोई भी सुपर फास्ट ट्रेन बुलन्दशहर होकर दोनों शहरों के लिए नहीं गुजरती। बड़ी भारी संख्या में डेली कम्यूटर्स बुलन्दशहर से दिल्ली आते

है। नरौरा एटोमिक पावर प्लांट भी बुलन्दशहर के अंदर स्थित है। तो क्या मंत्री जी, आप अगली योजना में बुलन्दशहर को दिल्ली और लखनऊ से मुख्य रेलवे लाईन द्वारा राजघाट-नरौरा होकर के जोड़ने का प्रस्ताव करेंगे? यदि फिलहाल यह संभव नहीं है तो क्या एक सुपर फास्ट ट्रेन दिल्ली से लखनऊ के बीच वाया बुलन्दशहर चलाने की व्यवस्था करेंगे?

SHRI C. K. JAFFER SHARIEF : This is a suggestion for examination... (Interruptions) ...

Mr. CHAIRMAN : I must say, almost every member has raised his hand and I cannot ask everyone. ... (Interruptions) ...

SHRI MD. SALIM : It is a long waiting list... (Interruptions) ...

SHRI V. NARAYANASAMY : You should allow somebody from the South also. The Minister is from the South but he is taking everything to Karnataka.

Mr. CHAIRMAN : If you want time, you will have to listen.

श्री विमिश्रप्रसिद्ध : माननीय मंत्री जी से मैं जानना चाहूंगा कि बिहार के दो पिछड़े इलाकों के लिए योजना आयोग की तरफ से और आपके मंत्रालय की तरफ से यह आश्वासन दिया गया था, एक तो मन्दार-दुमका-देवघर बड़ी लाइन करने का इरादा आपका था और दूसरा, हजारीबाग को हजारीबाग रोड से जोड़ने का इरादा था। ये दोनों इलाके बिहार के झारखंड के इलाके हैं करीब-करीब और इन इलाकों में आजादी के पहले से और आजादी से आज तक कोई रेल की सुविधा नहीं मिली है। तो मैं आपसे जानना चाहूंगा ... (व्यवधान) ... औरंगाबाद में तो तब भी थोड़ा जी०डी० रोड वगैरह है, यहां तो न कोई रोड है न कोई राष्ट्रीय सड़क के दूसरे रास्ते हैं। रेल अकेला जरिया था जिससे इस इलाके को जोड़ा जा सकता था और बिहार की बहुत बड़ी आबादी, खास करके जो झारखंड इलाके की आबादी है, आदिवासियों, पिछड़ों की आबादी, वह आबादी इस इलाके में रहती है। तो आपने अतक ऐसा कौन सा कदम उठाया है ताकि इस इलाके के लिए जो प्रावधान आपने पहले से कर रखा है, इसका काम कब से शुरू करने या काम करने का इरादा है या नहीं या अगले चुनाव के बाद इसके बारे में आप सोचेंगे, इस बात की जानकारी हम आपसे चाहते हैं।

SHRI C. K. JAFFER SHARIEF : So far as Mandar and Deogar are concerned, they are being included in the Supplementary Grants which the House is likely to take up tomorrow. So far as Hazaribag is concerned, right now, that is not before us. Bihar is one State where if you look at the national average, it has almost

30.41 kilometers of rail line. Bihar is well connected because of its natural resources. Of course, there are still a lot of backward areas which have to be developed. We have taken up for instance Muzafarpur, Raxoul and Narkatiaganj and this will give alternative routes to Calcutta and Nepal. It is going to generate more traffic. We are keeping the interest of Bihar in mind.

SHRI V. NARAYANASAMY : Mr. Chairman, Sir, the hon. Minister in part 'c' and 'd' of the answer has mentioned : 'The total rail route of 5987 kilometers in Madhya Pradesh as on 31-3-1994 is the second highest statewide figure in the country.' This is how a jugglery of reply comes from the Minister. Sir, in the entire route of 5987 kilometers, more than 60 per cent is actually used by the passengers who travel from South to North and it is not used by the MP passengers. Madhya Pradesh passengers do not get reservation for the routes which the Minister has just stated. Whether it is Kerala, Karnataka, Tamil Nadu or Andhra Pradesh, the trains pass through this route to reach Delhi and Bombay also. As far as Madhya Pradesh is concerned, I know of only one particular route, that is between Indore and the neighbouring station which is 150 kilometers. It took 5 hours. We say that we would like to increase the speed of trains and on the other hand we have trains which have a speed of not even 30 kilometers per hour. In the most backward areas of MP, because of the new economic policy, a lot of development is taking place.

When the hon. Minister is interested, especially, in the tribal areas, provision should be made for the purpose of enabling the people of these areas to get the rail traffic.

SHRI C. K. JAFFER SHARIEF : I am glad that Mr. Narayanasamy came to Madhya Pradesh from Tamil Nadu ... (Interruptions).

SHRI G. SWAMINATHAN : From Pondicherry ... (Interruptions).

SHRI V. NARAYANASAMY : I am from India. Let the hon. Minister understand this.

SHRI G. SWAMINATHAN : Mr. Narayanaswamy has become an all-India leader.

Mr. CHAIRMAN : Let us encourage some States to take interest in other States.

SHRI C. K. JAFFER SHARIEF : Sir, I have already given, in response to the question put by my friend, Mr. Suresh Pachouri, all the details with regard to the project that we have undertaken in Madhya Pradesh. As and when development takes place, we shall make provision for this. Madhya Pradesh is a State with

a lot of natural resources and I don't think that there should be any problem. As everybody is aware, ours is a planned development. As development takes place, infrastructure will follow.

SHRI ABDUSSAMAD SAMADANI : Sir, I would like to avail this opportunity to present before the hon. Minister the grievance of the people of the Malabar area in Kerala. When the Rajdhani Express was introduced, we expected that the people of the Malabar area would be able to avail of the facilities of this train and we requested that when the route of the Rajdhani Express was to be decided, the Malabar area should be given importance. But to the misfortune of the people of the Malabar area, the route did not touch this area. Then we requested the Railway authorities to at least sanction a stoppage at Palghat. That was also not accepted. Now the train stops at Ernakulam only and there is a lot of distance between Palghat and Ernakulam. The people of the Malabar area are not in a position to make use of the Rajdhani Express. I would like to know from the hon. Minister whether he would take action to either change the route of Rajdhani Express so as to enable it to touch Malabar or at least to sanction a stoppage at Palghat. Thank you, Sir.

SHRI C. K. JAFFER SHARIEF : Sir, actually this question doesn't arise out of the main question because the question relates to rail routes whereas what he is asking is about stoppage of a train at a particular place. However, Sir, I know their problem. The Rajdhani Express originates from one end of the country in the South, namely, Trivandram. There has been a persistent demand for a stoppage at Palghat so as to facilitate the people of the Malabar area. We will see to it that this stoppage is given.

श्री कैलाश नारायण सारंग : सभापति महोदय, मैं मंत्री महोदय को आपके माध्यम से यह बताना चाहता हूँ कि नयी रेल लाइन बिछाने के लिए जो उद्देश्य निर्धारित किए गए हैं, उनमें खनिज तथा अन्य प्रकार के संसाधनों के दोहन के लिए नये उद्योगों को सेवित करना और पिछड़े क्षेत्र को उन्नत करना भी शामिल है। अगर इस दृष्टि से मध्य प्रदेश को देखा जाए तो मध्य प्रदेश रेल लाइन की दृष्टि से सबसे पिछड़ा हुआ प्रदेश है। अगर दूसरे प्रदेशों से मुकाबला करे तो मध्य प्रदेश...

श्री रजनी रंजन साहू : सुरेश पचाई जी पहले कह चुके हैं, आप दुबारा क्यों कह रहे हैं ?

श्री कैलाश नारायण सारंग : बकिए तो जरा हज़ूर। मेरा कहना यह है कि मध्य प्रदेश क्षेत्रफल की दृष्टि से सबसे बड़ा है जिसकी जनसंख्या 661

लाख है और जो जंगल हैं, जहाँ यह सारा भंडार भरा पड़ा है, सोढ़ा, चूना, कोयला, चांदी, डायमंड, हीरा, ब्रेनाइट, टिन, कांस्य आदि का भंडार भरा हुआ है, उसका एरिया 1 लाख 55 हजार बर्ग किलोमीटर है और 87-88 में मध्य प्रदेश में 5422 किलोमीटर रेल लाइन थी। 88-89 में 5761 किलोमीटर, 89-90 में 5761 किलोमीटर। इन दोनों वर्षों में बैसी की बैसी रही। 91-92 में 5904 किलोमीटर। इन तीन वर्षों में केवल 50 किलोमीटर नई रेल लाइन बिछाई गई।

मेरा सीधा प्रश्न यह है मध्य प्रदेश में 5-7 लाइनें बिगत 20 वर्षों से सेक्शन पड़ी हैं, सर्वे हो गया है लेकिन उनका काम पूरा नहीं हुआ। ये लाइनें हैं—दिल्ली-राजपुरा-राऊघाट-जगदलपुर जिसका 1973 में सर्वेक्षण हो गया था। कोरबा-रांची जिसका सर्वे 1980 में हो गया था। बिलासपुर-जबलपुर (बाया मडला) यह 1927 में स्वीकृत हो गई थी। गोवरा-दाहोद-इन्दौर-देवास-मन्सी यह भी स्वीकृत है। बस्तर-सरगुजा-अंबिकापुर और ललितपुर-खजुराहो-महोबा-रीवा-सीधी-सिंगरोली इसका सर्वे 1981-82 में हो गया था। गुना-इटावा लाइन भी बहुत समय से स्वीकृत पड़ी है।

Mr. CHAIRMAN : Mr. Sarang, please conclude now. You cannot make a speech.

श्री कैलाश नारायण सारंग : मैं यह जानना चाहता हूँ ये सारी की सारी लाइनें कब तक शुरू हो रही हैं ? इनके काम की प्रगती क्या है इतना मंत्री महोदय बता दें ?

SHRI C. K. JAFFER SHARIEF : Mr. Chairman, Sir, so far as the surveys are concerned, they indicate the feasibility of the new railway lines. So it does not mean that we should take up all the projects. Whatever the outcome of the surveys we send it to the Planning Commission. Only after their clearance by the Planning Commission, we take up the projects. I have already informed the House what we have been doing in Madhya Pradesh and what we have contemplated to do.

SHRI SOMAPPA R. BOMMAI : Mr. Chairman, Sir, for the last one century, the people of Hubli and Karwar are demanding a railway line between Hubli and Karwar and the Government has been making promises. The late Prime Minister, Shri Rajiv Gandhiji, when he inaugurated the Sleeper Project, openly promised that he would take up the Hubli-Karwar railway link immediately. I would like to know from the hon. Minister when the Hubli-Karwar railway line would be taken up, what the preparations are and at what stage the project is pending presently. I would like to know this

from the hon. Minister. This is a most important railway line and the people of this area are demanding this for the last one century. It will help the development of the entire backward area. I would like to know from the hon. Minister when the Hubli-Karwar railway line would be taken up.

SHRI C. K. JAFFER SHARIEF : Sir, I agree with the hon. Member that Karwar is the only natural port after Mangalore in Karnataka which has been taken over by the Defence Ministry. Earlier we had conducted surveys but the results were not favourable. Now we have asked for the survey to be up-dated. After analysis of the report, we will take up this matter with the Planning Commission.

SHRI K. M. KHAN : Sir, in Andhra Pradesh, the Telangana region is considered to be a very backward area. The backwardness of this area is due to lack of railway transport. I would like to ask the hon. Minister whether there is any proposal to have a railway link between Nizamabad and Peddapalli. If there is a new plan for a railway line to connect all these Telangana districts, I would like to know whether any survey work has been undertaken. I would also like to know from the hon. Minister whether there is any proposal to convert the narrow gauge line between Muthkhed and Adilabad into broad gauge.

Thank you Sir.

SHRI C. K. JAFFER SHARIEF : Sir, I am glad that the hon. Member has put a good question. So far as the Peddapalli-Karimnagar-Nizamabad railway line is concerned, this project has already been sanctioned in 1993-94. The length of the line is 177 kilometers and the estimated cost is Rs. 124.43 crores. We have already given, in the last Budget, an amount of Rs. 2 crores and the work is in progress.

श्री सहेश्वर सिंह : सभापति महोदय, सर्वप्रथम मैं इस बात पर खेद व्यक्त करना चाहूंगा कि जहाँ तक पहाड़ी प्रांतों का संबंध है, भारत सरकार ने हमेशा वहाँ रेल लाइनों की सुविधा प्रदान करने के लिए उनकी ओर उपेक्षा की है, चाहे वह पूर्वांचल के राज्य हो और चाहे वह हिमाचल प्रदेश और उत्तर प्रदेश का उत्तराखंड हो चाहे वह जम्मू और कश्मीर हो। सभापति महोदय, जो सूचना मंत्री महोदय ने सभा बटल पर रखी है, उसके अंतर्गत भी सिक्किम प्रांत का नाम नहीं है। जहाँ तक हिमाचल प्रदेश का संबंध है, वहाँ एक हजार वर्ग किलोमीटर से केवल 4.79 किलोमीटर रेल लाइन दर्शाई गई है। मैं यहाँ भी स्पष्ट कर देना चाहूंगा कि ये आकड़े जो हैं उनमें ब्रिटिश सरकार के समय में पठानकोट से लेकर जोगिन्द्रनगर और शिमला से लेकर कालका तक जो नैरो गेज लाइन बिछाई गई थी, वह भी इसमें

सम्मिलित है। भारत सरकार ने स्वतंत्रता के उपरांत हिमाचल प्रदेश में केवल नंगल से ऊना तक 13 किलोमीटर लाइन बिछाकर मह सुविधा प्रदान की है। मैं मंत्री महोदय से जानना चाहूंगा कि सिक्किम और हिमाचल प्रदेश के लिए निकट भविष्य में कोई नयी लाइन बिछाने या पुरानी लाइनों में सुधार बान के लिए सरकार ने कोई योजना बनायी है? क्या यह सच है कि जोगिन्द्रनगर से बाया भूभू पास कुल्लू के लिए और नगल से ऊना बन्मुपल्ली होकर खिलासपुर-रामपुर शहर तक रेलवे लाइन बिछाने का कोई सर्वेक्षण हुआ था? यदि हुआ था तो उस पर सरकार क्या कार्यवाही करने जा रही है?

SHRI C. K. JAFFER SHARIEF : Sir, actually I do agree that in Himachal Pradesh, except the historical assets there, there is nothing much that we have been able to do. But the fact remains that recently the hon. Chief Minister of Himachal Pradesh had come to us with regard to some cement industries that are likely to come up there. He has written to us and we are getting the survey done. Once the survey is done, we will approach the Planning Commission.

श्री रामगोपाल यादव : मान्यवर, मऊ-शाहाबाद तक सौ किलोमीटर अमान परिवर्तन के लिए हमारे माननीय जनेश्वर मिश्र, जब वे मंत्री थे, उन्होंने इसकी स्वीकृति दी थी। इसी तरह से उन्होंने औगहार-छपरा तक श्री अमान परिवर्तन के लिए स्वीकृति दी थी। मैं मंत्री महोदय से आपके माध्यम से जानना चाहूंगा कि इन दोनों योजनाओं के लिए जो धन स्वीकृत किया गया था, उसका अभी तक क्या किया गया? इन पर क्या कोई कार्यवाही शुरू हुई? यदि नहीं हुई तो क्यों नहीं हुई और कब गवर्नमेंट इन दोनों योजनाओं का प्रारंभ करने जा रहा है और कितने दिनों में इनकी पूरा कर देगी, यह मैं माननीय मंत्री जी से जानना चाहता हूँ?

SHRI C. K. JAFFER SHARIEF : Sir, this Mhow-Shahabad line conversion has already been approved. The Planning Commission has recently given its approval. This is also being included in the Supplementary Grants which will come up before the House tomorrow. If the Members pass these quickly, then we will be taking it up.

MR. CHAIRMAN : Q. No. 202. ... (Interruptions).

SHRI V. NARAYANASAMY : Sir, Half-an-Hour Discussion may be considered... (Interruptions).

SHRI SURESH PACHOURI: Sir, we should take up Half-an-Hour Discussion... (*Interruptions*).

MR. CHAIRMAN: Let the Minister answer... (*Interruptions*).

श्री रजनी रंजन साहु : महोदय, हाफ एन-हावर डिसकशन इस पर होना चाहिए।... (*व्यवधान*)...

MR. CHAIRMAN: Do you want the Question Hour to be suspended? (*Interruptions*). Give notice... (*Interruptions*).

श्री शिव चरण सिंह : रेसिडें की समस्याओं पर आधे घंटे की डिसकशन होना चाहिए।

MR. CHAIRMAN: Please give notice.

Retaining the Team of Doctors on Plague-Control Duty

*202. **SHRI GAYA SINGH:**

SHRI N. GIRI PRASAD†:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that 24-odd doctors who had been on plague-control duty at the Indra Gandhi International Airport since October 1, 1994 were on duty till 29th November, 1994 more than a month after the World Health Organisation (WHO) declared that plague was no more a threat in the country; and

(b) if so, the details and reasons for retaining the team at the airport for such a long period?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) Health checks at airports were continued even after plague was fully contained to allay the apprehensions of other countries as per the recommendation of the World Health Organisation.

SHRI N. GIRI PRASAD: Sir, it is a good thing that the Government had extended the stay of doctors at the International Airport on the advice of the World Health Organisation. But the main point is why this dreadful disease or epidemic suddenly appeared in our country. I want to know whether the Government has assessed the impact of plague, and found out why it came suddenly, and what steps the Government has taken in order to assess the loss of life and property. I also want to know the steps the

Government has taken on the recommendations or memoranda submitted by the Municipal Union of Surat which said, "In the wake of flood in the Tapti river and in the wake of large amount of garbage piling up, they advised the Municipal authorities and the Government to appoint a number of extra staff to clear the garbage." But the Government did not take any action. I want to know the steps the Government has taken to review the causes for this disease and its eradication.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI PABAN SINGH GHATOWAR): Sir, as soon as we got the report on the occurrence of plague in Beed district of Maharashtra and subsequently in Surat, the Government of India took all possible steps, sending experts, medicines giving all support to respective State Governments to contain the plague. Sir, about the occurrence of plague in our country we have appointed a Committee under a renowned medical scientist, Dr. Ramalingaswamy and the Committee has been requested to have a detailed study and give its report within six months. As far as the Memorandum submitted by the Municipal Union of Surat is concerned, I don't have any information about that, at present.

SHRI N. GIRI PRASAD: Sir, the main cause for the occurrence of plague and recently we had occurrence of malaria in some parts of the country—is the piling up of garbage. So, the health of the country is going down like this and the Government has not taken any step. I would like to tell the Minister that the garbage was cleared in the first few days of the occurrence of plague, but subsequently it was stopped due to lack of financial resources in the Municipalities and the Government has evolved a plan to provide finances to clear up this garbage so that such diseases don't occur in future. I want to know whether any plan of action is being contemplated by the Government.

SHRI PABAN SINGH GHATOWAR: Sir, there is garbage problem especially in the Municipal Corporations all over the country. The Municipal Corporation administration comes under the State Governments. We are in touch with the State Governments to take appropriate action for keeping their cities clean and on that part we have informed the State Governments. Sir, it is a very unhealthy thing to have garbage in any city or in any municipal area and it is directly under the State Governments. We have told the State Governments to take appropriate action so that there should not be any garbage, but it is up to the State Governments.

†The Question was actually asked on the floor of the House by Shri N. Giri Prasad.