

rivers to save flood water, if so, what are the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Out of the 4000 billion cubic metre of precipitation (snow and rainfall) received by the country, about 460 billion cubic metre are being used for irrigation purposes at present.

(b) 160 Major and 288 Medium irrigation projects envisaging utilisation of surface waters are currently under implementation spilling over from the 7th Plan.

(c) For transfer of waters to water-deficit areas, Government have prepared National Perspectives which comprises of two components viz. Himalayan River Development Component and Peninsular River Development Component. National Water Development Agency is engaged in carrying out detailed studies on inter-linking of major rivers in each component. Already studies on 7 water transfer links out of the 17 water transfer links in the Peninsular River development Component have been completed. Studies on Himalayan component have been taken up recently.

Local Train from Dombivali to Bombay

461. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that people of Dombivali, District Thane, Maharashtra State (Central Railways) have demanded a local train from Dombivali to Bombay; and

(b) if so, what is the reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) This was examined but not found feasible

Construction of Railway Line connecting Kirendul and Bhadrachalam with Kovvur

462. SHRI P. UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to construct a new railway line connecting Kirendul and Bhadrachalam with Kovvur to ensure smoother movement of iron ore; and

(b) if so, by when the construction of the line would commence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Construction of Coastal Railway line connecting Tirur with Edapally via Guruvayur

463. SHRI P. UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a proposal under Government's consideration to construct a coastal railway line connecting Tirur with Edapally via Guruvayur; and

(b) if so, by when the construction is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Employment of Children in Hazardous Industries

464. SHRI KRISHAN LAL SHARMA: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that children in the age group of 4—15 years work in the hazardous industries of the country.

(b) if so, their number, industry-wise;

(c) the details of the legislations passed to check and regulate employment of child labour in such industries;

(d) whether Government have evaluated the efficacy of these legislations; and

(e) if so, what further steps Government are considering to take up in this regard?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF LABOUR (SHRI K. RAMAMURTHY): (a) to (e) A statement is attached.

Statement

EMPLOYMENT OF CHILDREN IN HAZARDOUS INDUSTRIES AND RELEVANT LEGISLATION PASSED AND STEPS TO BE TAKEN BY GOVERNMENT TO CHECK SUCH EMPLOYMENT

Children below 14 years of age are working in some occupations and processes like carpet weaving, manufacture of matches and fireworks, etc. in which their employment is prohibited under the law. However, no accurate statistics are available about the number of children engaged in different hazardous occupations.

Under Article 24 of the Constitution of India, children below the age of 14 years cannot work in any Factory, mine or other hazardous employments. Accordingly, provisions have been made in various enactments which prohibit and/or regulate the employment of children in factories, mines and other employments. These are the Factories Act, 1948; the Plantations Labour Act, 1951; the Indian Merchant Shipping Act, 1958; the Motor Transport Workers Act, 1961; the Apprentices Act, 1961; the Beedi and Cigar Workers (Conditions of Employment) Act, 1966; the Child Labour (Prohibition and Regulation) Act, 1986; States' Shops and Commercial Establishments Acts, etc. The Child Labour (Prohibition and Regulation) Act, 1986 is a special legislation which prohibits employment of children below fourteen years of age in the occupations and processes specified in the Schedule to the Act and seeks to regulate their conditions of work in employments in which child labour is not legally prohibited. In spite of various legislations the

incidence of child labour persists mainly on account of poor economic conditions of the child labour families and also due to certain social factors.

The statutory and other measures pertaining to child labour are reviewed in various fora, such as, the Central and State level Advisory Boards, the Indian Labour Conference, State Labour Ministers' Conference, Consultative Committee of Parliament etc. The Task Force on Child Labour set up by the Central Advisory Board on Child Labour, has also review the provisions of the Child Labour (Prohibition and Regulation) Act, 1986 and made certain recommendations. Followup action is taken on the recommendations, etc. of these bodies. The Government is already implementing the National Child Labour Policy formulated in 1987 which *inter alia* provides for effective implementation of the legal provisions relating to child labour; focussing of general welfare and development programmes for the benefit of child labour and their families and taking up projects in areas of concentration of child labour to provide, through special schools, education, health care, nutrition, vocational training, etc. to working children. Also, a scheme for strengthening of enforcement machinery of States in implementing the legal provisions pertaining to child labour has been introduced on a pilot basis in two States.

दिल्ली और जबलपुर के बीच तीव्र गति की रेलगाड़ी का चलाया जाना

465. श्रीमती रंजन कमारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार दिल्ली और जबलपुर के बीच यात्रियों की भारी भीड़ को देखते हुये इस मार्ग पर एक तीव्र गति की तथा सुविधाजनक रेलगाड़ी चलाने का विचार रखती है ; यदि हां, तो कब तक ; और

(ख) यदि नहीं, तो उसके क्या कारण हैं ?