

at Chandipur Block Hut Cabin between Mankar and Panagarh stations was examined but not found operationally feasible, because the trunk route on which this Block Hut is situated, has a very heavy density of traffic.

Incentive Scheme to Workers in Madras Port Trust

3195. SHRI NARAYAN KAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Madras Port Trust has asked the National Productivity Council to undertake a study of the jobs in some departments of the Madras Port and to prepare proposals for incentive schemes for workers;

(b) if so, when the study was conducted;

(c) whether the NPC has since submitted its findings to the Madras Port Trust;

(d) if so, what are the salient features of their recommendations; and

(e) whether any steps have been taken to implement the recommendations?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) and (c) These studies were conducted between 1984 to 1987 and the findings in all of them have been submitted to the Madras Port Trust.

(d) (i) The National Productivity Council have identified norms for working of the ore handling plant and for various activities in the maintenance of cargo handling equipments, locomotives, floating crafts, permanent way repairs etc. They have also suggested norms for the purpose of datum as well as for working out the rate of incentive on the

basis of tipping an shiploading of ore handling plant, availability and utilisation of cargo handling equipments, diesel locos, floating crafts etc.

(ii) The NPC have suggested manpower requirements ship-wise and area-wise and have also identified the fleet strength required for the work load existing at the time of the Study.

(iii) The NPC have recommended different formulae based on which earnings can be worked out to be shared by the Group for every unit of improvement above the norm in the respective activities of the Group.

(e) The incentive scheme for the employees of the Mechanised Ore Handling Plant has been implemented with effect from 1.1.1986.

Construction of Jakhapura-Banspani Railway Line in Orissa

3196. SHRI BAIKUNTHNATH SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for which the construction of Jakhapura-Banspani rail line in Orissa has not been taken up so far;

(b) whether it is a fact that without completion of the second and third phases of that proposed line from Daitari to Keonjhergarh and from Keonjhergarh to Banspani respectively, the first phase from Jakhapura to Daitari will not serve any purpose; and

(c) if so, what steps are being taken to start the construction of second and third phases of that line?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA):

(a) After completion of Jakhapura-Daitari section the anticipated traffic did not materialise. It was, therefore, decided not to take up construc-

tion of remaining section from Daitari to Banspani.

(b) No, Sir.

(c) Construction of Daitari-Banspani line is being considered as part of the project for Iron Ore export to South Korea. The financial and other details are being finalised by concerned Ministries and M.M.T.C.

Modernisation of the Railways

3197. SHRI BAIKUNTHNATH SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are taking any steps to modernise the Indian Railways;

(b) if so, what amount has been earmarked for the purpose; and

(c) what are the details of various works which would be implemented for the purpose during the Seventh Five Year Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA):

(a) Yes, Sir.

(b) No amount is specially earmarked. Expenditure on modernisation is included in the total outlays for the respective works.

(c) Modernisation is being implemented in workshops, rolling stock, track technology, signalling and computerisation.

First Aid Course for DTC Conductors

3198. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is obligatory for the conductors in DTC to undergo first aid course prior to their appointment;

(b) whether it is also a fact that the said course is conducted only in St. Johan Ambulance Association, Delhi Centre;

(c) whether the refresher course is undergone during service period with validation for 3, 5 and 7 years periods respectively;

(d) whether instance have come to the notice of Government that the revalidation certificates were issued by the said Association for 3 years period to the persons who successfully underwent five years course vide Batch No. 191/85 in 1985;

(e) if so, what are the reasons therefor and what action Government contemplate to take against the said Association; and

(f) whether in view of the monopoly of the single institute Government would propose to allow the job of first aid training to some other institute in Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Section 21-A of the Motor Vehicles Act, 1939 stipulates that "No person shall act as a conductor of a stage carriage unless he holds an effective conductor's licence issued to him authorizing him to act as such conductor; and no person shall employ or permit any person who is not so licensed to act as a conductor of a stage carriage." In terms of Delhi Motor Vehicle Rules, 1940, the conductor's licence is granted by the licensing authority to the applicant after he produces the prescribed medical certificate showing *inter alia* that the applicant is qualified to use a first aid box. DTC employs person as a conductor only when he has a valid conductor's licence issued by the licensing authority.

(b) to (f) Information is being collected.