

SHRI P. V. NARASIMHA RAO; Sir, I will have to put on my other hat and say that the nutrition programme is a part of the I. C. D. S. It goes along with the I. C. D. S. But funds have to come from the State Governments. The whole programme is being integrated. We are making that attempt. I think, it will be possible for us to inform the House at some point of time in the near future that the entire, programme, all the ingredients of the programme, whether they fall under the Health Ministry or the LCDS, or the Education Department, have been integrated into one. This is the effort that we are making at the moment.

**Kanir-Dindigul-Madiirai-tuticorin. Broad Gauge Project**

\*223. SHRI V. GOPALSAMY: f  
SHRI K. GOPALAN;

Will the Minister of RAILWAYS be pleased to state;

(a) the total amount of funds allocated so far for Karur Dindigul Madurai Tutucorin Tirunelveli corin-Tirunelveli Broad Gauge line this year;

(b) the amount of money which has been spent till date;

(c) the extent of work done till date on this line; and

(d) by when this line is likely to become operational?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Rs. 7. 20 crores.

(b) Expenditure up to 10/86 is approximately Rs. 33. 19 crores.

(c) The parallel BG line from Talaiyuthu to Millavittan has been opened to goods traffic in May, 1985. The work of Millavittan-Tuticorin Harbour (11. 3

fThe question was actually asked on the floor of the House by Shri V. Gopal-santy.

Kms. ) link has been completed. Progress on Karur-Dindigul new line is 56 per cent upto September, 1986. Work on parallel BG line between Dindigul and Madurai is in preliminary stages.

(d) Commissioning of the complete project will depend on availability of resources in the coming years.

SHRI V. GOPALSAMY; Mr. Chairman, this important project needed by the passenger and industrial traffic in the southern end of Tamil Nadu has more or less been abandoned. The physical work on the projects is going on at a snail's pace. The Minister, in his reply, has said that the parallel B. G. line from Talaiyuthu to Milavittan has been opened to traffic in May, 1985. Sir, the goods traffic is now being carried via Trivandrum, which is a roundabout route, as has been pointed out by the Comptroller and Auditor-General in his report last year.

Work on the Dindigul-Madurai line has not been taken up at all. I have visited the area. I would like to know the reason, why you have not started the work between Dindigul and Madurai? I would also like to know, what is the balance of the sanctioned cost? When the then Railway Minister, Shri Ghani Khan Choudhury visited Madurai, representatives of the Madurai-Ramnad Chamber of Commerce had made a representation to the Minister. He then made an announcement that Rs. 10 crores more will be allotted. But this did not materialise. Sir, the funds allotted are very meagre. Will he allot more funds and expedite the work between Madurai and Dindigul?

SHRI MADHAVRAO SCINDIA: Sir, I think, if the hon. Member wants to say that the work on this particular line is abandoned, we have to change the definition of 'abandoned'. This project has been divided into two phases. Phase I: Stage I: The line from Talaiyuthu to Milavittan has been completed; from Milavittan to Tuticorin Harbour, it is an

industrial line. Up to Milavittan, the line has been completed. Phase-I, Stage II. this is the Karur-Dindigul line. For this line, the cost is estimated at Rs. 26.7 crores. We have already spent something like Rs. 17 crores and we will be spending another Rs. 5 or Rs. 6 crores this year. Therefore, in all, we would have spent Rs. 19 crores. The balance is Rs. 7 crores, to complete the Karur-Dindigul line. After that, we will be going on to Phase I, Stage III; to the Dindigul-Madurai line. I think, it is more prudent if we take up this line in stages and phase, and complete certain sectors rather than spread the butter very very thin over the entire section, so that some benefit accrues to a certain area within a given time. Therefore, the Dindigul-Madurai line is in Stage III and it is certainly in the very preliminary stages.

SHRI Y. GOPALSAMY: Mr. Chairman, Sir, in reply to part (d) the Minister has said that commissioning of the complete project will depend on availability of resources in the coming years. For the past three years I have been putting this question and I have been getting the same reply. In the year 1983 when the Explanatory Memorandum to the Budget papers was presented, I pointed out the lacuna that out of the 75 projects of the whole India it is only the Karur-Dindigul project for which no specific date of completion was mentioned. When I pointed out this thing, the Minister also could not give any explanation. In the explanatory Memoranda for the subsequent years they have completely deleted this column. Sir, even the Comptroller and Auditor General of India is reported to have said that it was not possible to say when the long-awaited Karur-Dindigul and Millavittan-Tuticorin projects will be completed. Therefore, can he give a specific date of completion?

SHRI MADHAVRAO SCINDIA: No specific date of completion can be given.

SHRI ALADI ARUNA alias V. ARUNACHALAM: Sir, you are aware of the fact that every year a very meagre amount is allotted to this project. This

year only Rs. 3.8 crores have been allotted. We have been repeatedly asking that the amount may be increased. It has been assured in the Consultative Committee, I quote Allotment for more fund to this work by reappropriations from other works is under consideration.

So, I would like to know what steps have been taken for this reappropriation? It has been reported in the press that nearly Rs. 60 crores remained unspent in various other railways. Has the Government taken action to reappropriate the unspent amount? That is point one.

Secondly, the reason for not sanctioning large amount, as stated by the Ministry, is that priority has not been given by the Planning Commission. Will the Railway Ministry take some constructive steps to see that the Planning Commission gives priority to this project so that large amounts can be allotted to this project?

SHRI MADHAVRAO SCINDIA: Can you repeat the last part of the question?

SHRI ALADI ARUNA alias V. ARUNACHALAM: Very often it has been said in this House that the Planning Commission has not given priority to this project despite the fact that the line links the important industrial sector, Tuticorin. So, it is the responsibility of the Ministry to get the priority from the Planning Commission so that more funds could be allotted to this project. Have you taken any steps to obtain priority from the Planning Commission? That is my question.

SHRI MADHAVRAO SCINDIA: In the initial stages we get clearance from the Planning Commission. Once the Planning Commission has given the clearance, they may give overall guidance, but by and large it depends on us to how much amount is to be allotted to each project. As far as this Karur-Dindigul line is concerned, I do understand that this is a very important line of Tamil Nadu. The Railway Ministry would certainly help in the development of the Tamil Nadu State. And I would like to point out that we

have allotted not Rs. 3.8 crores but through reappropriation during my recent trip to Madras I have announced another Rs. 3.4 crores. So, the total is Rs. 7.2 crores. There are hundreds of lines for which work has to be undertaken throughout India and this particular project has been allotted 7.2 per cent of the entire allocation for new lines. So, I do not think it is that meagre amount considering the circumstances and we will continue doing our best.

SHRI M. KADHARSHA; Sir, the hon. Minister has stated that Rs. 7.2 crores have been allocated for this project. I will put a very simple question, when was this allocation made? I learn that this allocation was made on 27th March, just before the closing of the financial year. If the allocation is made at the, say, end of the financial year, how do you think the money can be utilized? That shows there is some disinclination on the part of the Government to complete the project. They have already spent Rs. 33 crores and if the project is not completed within time there will be cost escalation and this amount will again be insufficient for the project. So, I want a categorical reply, by when the project will be completed.

SHRI MADHAVRAO SCINDIA: Sir, I am referring to the financial year 1986-87, when I am talking of allocation of Rs. 7.2 crores. The date mentioned by the hon. Member—27th March—is probably of 1985. He is talking about the previous financial year. I am talking of allocation in this particular financial year.

MR. CHAIRMAN: Next question.

#### **Trafficking in live human organs**

\*224. SHRI GURUDAS DAS GUPTA:

SHRI N. E. BALARAM: \*

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

The question was actually asked on the floor of the House by Shri N. E. Balaram

(a) whether it is a fact that trafficking in live human organs has become a thriving business in the country and a few hospitals in Bombay are involved in buying and selling of kidneys for West Asian buyers;

(b) whether the Indian Medical Association's attention has been drawn to this business by some Kuwaiti doctors; and

(c) if so, what are the details thereof and the reaction of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) Government have come across reports alleging trading in live human organs in the country. However no definite information is available about the extent of this trading and the institutions or individuals involved in such operations. Some time back the Indian Medical Association had received a general complaint in this regard from the Faculty of Medicine, Kuwait University. The Indian Medical Association, in its turn had issued an appeal to all its members not to indulge in such trading in live human organs. The relevant legal and ethical issues are proposed to be examined by the Government in consultation with experts.

SHRI N. E. BALARAM; Sir, I am very sorry to say that the Government has not viewed this matter very seriously because in the statement the hon. Minister has already stated that the Government have come across reports alleging trading in live human organs in the country; however no definite information is available. I do not know what sort of investigation was conducted by the Government. This matter was extensively reported in the press. Now this has become a thriving business in Bombay. Some papers like the Hindu have written a write-up in which it has been definitely stated which are the institutions that are doing this business. But the Minister—