

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. The International Seminar on Railway Electrification was a technical one and discussions were mainly confined to technological developments in all aspects of Railway Electrification in the International scene and only technological recommendations conclusions were made in the Seminar. The Organising Committee of the Seminar will be shortly submitting these recommendations to the Department of Railways.

(c) and (d) It is proposed to energise about 3500 Route Kilometres during the VIIth Plan period at the average rate of about 500—800 Route Kilometres per annum during the Plan period 1985—90. An outlay of Rs. 830 crores has been envisaged for Railway Electrification during the VIIth Five Year Plan. Trunk routes between Delhi and Bombay (both Central and Western Railway routes), Delhi-Madras Grand Trunk Route and Howrah—Bombay trunk route are expected to be brought under electric traction by the end of the Seventh Plan.

(e) Execution of Railway Electrification Projects is under the overall control of a Central Organisation for Railway Electrification assisted by a number of field construction units. In addition to this, two field construction Organisations are functioning on Southern and South Central Railways also under the control of these Zonal Railways.

Towns and hutment, along Railway tracks

481. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have made any survey regarding Shanty towns and hutments which have sprang up near the railway track;

(b) if so, what are the details thereof;

(c) whether it is a fact that the Central railways have formulated » comprehensive

I plan to remove these towns and huts in a big way and to give rehabilitation grants;

(d) if so, what are the details thereof; and

(e) whether other railways also propose to take similar steps in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir, the Railways are periodically surveying the incidence of encroachments in the form of hutments near the Railway track on their lands.

(b) There are approximately 98,000 encroachments on railway land most of which are by way of unauthorised hutments. The details of encroachments in metropolitan cities and major towns are given in the statement attached.

[See Appendix CXXXVI. Annexure No. 3].

(c) and (d) The Central and Western Railways have plans to remove encroachments in Greater Bombay area in a phased manner under the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971. In the case of censused hutments in Greater Bombay, the Central Govt. have agreed to provide a grant of Rs.2500/- per hutment to the State Govt. of Maharashtra for removal of the hutment, and rehabilitation at alternative sites. The rehabilitation of the hutment dwellers is to be done by the State Government.

(e) There is no similar plan to give rehabilitation grant for re-settlement of encroachers on removal of hutments on other Railways.

Interim Relief to DTC Employees

482. MISS SAROJ KHAPARDE. Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there is a great resentment among the DTC staff for non-payment of interim relief to them;

(b) if so, what are the reasons for non-payment of interim relief to the DTC staff;

(c) whether Government propose to release (he payment; and

(d) if so, by when the payment is likely to be made?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT):

(a) to (d) The employees of DTC have been representing for immediate payment of interim relief. Consequent upon revision of pay scales of the DTC employees effective June, 1983, no decision has so far been taken on the question of their eligibility for payment of second instalment of interim relief, on the same pattern as applicable to the Central Government Employees.

Panchpoli flyover in Nagpur

483. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state-

(a) the progress so far made in the construction of Panchpoli flying in Nagpur;

(b) what is the amount earmarked for the project during the current year;

(c) what are the reasons for the delay in the construction work;

(d) by when the project is likely to be completed;

(e) whether Government are aware that there is resentment among the people belonging to the weaker sections of society over the delay in the construction work; and

(f) if so, what steps Government are taking to complete the project without delay?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The Railways are to construct the main bridge across the Railway tracks and the ap-

proaches are to be constructed by the State Public Works Department. Nagpur Improvement Trust, The Railways have finalized the drawings and carried out the soil exploration.

(b) The amount allotted in the Railways' Budget for 1985-86 is Rs. 10 lakhs.

(c) to (f) Further work by the Railways can be taken up only after finalization of the plans and estimates for the road approaches and provision of temporary diversion roads by the State Government. Nagpur Improvement Trust. The completion of the work will depend upon the progress of work on the road approaches which are to be executed by the State Public Works Department. Nagpur Improvement Trust and which is much larger in magnitude compared to the Railways' portion of the work.

Filling up the vacancies of the teachers in Delhi Administration Schools

484. MISS SAROJ KHAPARDE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that number of vacancies for T.G.T. and P.G.T. in all the subjects particularly under the general categories has been lying vacant in various Delhi Administration Schools for a long time and the existing teachers including P.T.Is. are given additional classes;

(b) whether any survey has ever been conducted in this regard, if so, when, and the details thereof;

(c) the number of posts in each subject which are lying vacant -at present;

(d) the reasons for which the vacancies have not been filled up;

(e) the steps proposed to be taken for up the vacancies;

(f) whether it is a fact that the persons with B.Ed, qualification registered in 1981 have not been called for interview even once; and