

(b) Evaluative studies of the implementation of the programme have been conducted by the National Council of Educational Research and Training for the States of West Bengal, Gujarat, Maharashtra, Andhra Pradesh, Karnataka and the Union Territory of Delhi during 1979-81. National Seminars were organised by the Council in 1981 and 1984 to take stock of the progress made in different States. The NCERT document 'Higher Secondary Education and its Vocationalisation' was also reviewed by a Committee set up by the President of the NCERT, during 1977-78.

(c) and (d) The studies conducted indicate that while the National guidelines recommended by NCERT are basically sound and implementable, the implementation in different states has varied in emphasis as well as content. The administrative and financial arrangements remained inadequate and poorly institutionalised. Desired collaborative arrangements for instruction, assessment of manpower needs, development of curricular and instructional materials did not always materialise, and in-service training covered only a minority of teachers.

(e) An Inter-Ministerial Steering Committee has already been constituted to oversee efficient implementation of vocationalisation programme. The 7th plan proposals of the Ministry visualise earmarking of sizable financial resources for setting up necessary facilities for vocational education.

### Railway accident near Dholpur

323. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) on which date and at what times the Grand Trunk Express met with an accident near Dholpur;

(b) how many coaches were there in the relief train which reached the accident site and when the relief train left for Delhi;

(c) which Railway officials who supervised the relief and rescue operations;

(d) when did the relief train reach Agra and finally Delhi;

(e) what were the specific reasons for the extraordinary delay;

(f) whether Government propose to hold an enquiry into the matter and punish the guilty officials; and

(g) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) on 6-1-1985 at about 3.50 hours the 15 Dn. Grand Trunk Express met with an accident between Hetampur and Gher stations near Dholpur.

(b) and (d) The passengers were accommodated in the 12 unaffected coaches of Grand Trunk Express in the rear and taken to Gwalior reaching there at 12.45 hours. At Gwalior, 25 buses were arranged by the civil authorities and the stranded passengers were taken to Agra Cantt. A special train of 10 coaches was arranged at Agra to carry the passengers to New Delhi. The train left Agra at 20.30 hrs. and reached New Delhi at 3.05 hrs. on 7-1-1985. Some of the passengers who reached Agra by the earlier buses caught earlier trains to Delhi.

(c) The Divisional Railway Manager, Jhansi accompanied by Railway

Doctors and other Divisional Officers rushed to the site of accident for supervising the relief and rescue operations.

(e) It was decided to take the unaffected portion of Grand Trunk Express back to Gwalior because the severe cold, difficult terrain and a long bridge did not permit transshipment of passengers and their baggage into a special train at Agra end of the site. Special buses were procured at Gwalior with the help of local civil authorities. The buses were given diesel/petrol and issued inter-State permits. The special train from Agra was delayed due to an unfortunate error in granting a power block and failure of electric train engine.

(f) and (g) An independent enquiry by the Commissioner of Railway Safety, Western Circle, Bombay, has already been held who has since submitted his preliminary report. On receipt of his final report action will be taken against staff held responsible. However, the Assistant Station Master and the Cabinman of Hetampur station and the Guard of the goods train have been arrested by the police.

#### Railway line from Dindigul via Kumali to Cochin

324 SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to conduct a survey for a broad gauge Railway line from Dindigul via Kumali to Cochin; and

(b) if not, what are the reasons therefor?

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

(b) There has been no demand for such a line from the State Governments.

#### Polio deaths in Allahabad

325. SHRI SHANTI TYAGI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have come across reports of Polio deaths in Allahabad hospitals;

(b) if so, what are the reasons therefor; and

(c) what steps have been taken by Government to fight this epidemic?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

(c) Polio vaccination has been included in the Expanded Programme of Immunization. The number of beneficiaries of Polio vaccination has been increasing from year to year. During 1983-84 about 79 lakhs children were immunised. By the end of the Seventh Plan, it is proposed to provide universal immunization coverage against Polio.

#### Progress made in respect of the Nhava Sheva Port

326. SHRI BHAGATRAM MANHAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the broad details of the progress made in respect of the new major port, Nhava Sheva, including major works already completed or under construction;

(b) what are the names of different foreign companies and countries of their origin who have either been short-listed or given contracts for various items of work at Nhava Sheva including civil works; and

(c) what are the latest estimates of expenditure on major items of work