

converting the existing Coastal Highway into a National Highway;

(b) whether the Central Government have informed the Government of Gujarat that the request will be taken into consideration after the mid-term review; and

(c) whether the mid-term review has been completed and if so, what decision has been taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) Yes, Sir.

(b) The State Government had been informed that it was not possible to declare any new roads as National Highways at present due to financial constraints. They had been told that a note had been kept of the requirement and that, after the mid-term plan appraisal if funds permitted expansion of the existing National Highway System, it will be given due consideration along with similar proposals from other States, keeping in view available resources, *inter-se* priority of Individual schemes on an all-India basis and the criteria governing the classification of roads as National Highways.

(c) Mid-Plan review has not yet taken place.

Misbehaviour by conductors and Drivers of Mini-Buses in Delhi

2357. SHRI AMAR PROSAD CHAKRABORTY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of cases of misbehaviour with the passengers by the conductors and drivers of mini buses which ply in Delhi/New Delhi and particularly between Inderpuri and Delhi main railway station;

(b) whether it is a fact that sometimes the passengers are not issued tickets against the ticket-money

taken from them by the conductors; and

(c) if so, what steps Government propose to take to check the irregularities and mis-behaviour on the part of conductors and drivers of these mini buses?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) to (c) The mini-buses are being operated by the private operators under Administrative and Control charge scheme of DTC.

Instances have come to the notice of the DTC about irregularities like excessive overloading, charging of excess fares and misbehaviour by the crew with passengers. On receipt of complaints, action is invariably taken. During April-July, 1982 eight cases of misbehaviour were reported. After issuing show cause notices in all cases, penalties have been imposed on the owners.

Instructions have also been issued by DTC to the Divisional Managers to exercise better control over the operation by the private operators operating under ADCC Scheme. They are now required to abide by the schedule and are required to report to Time-Keeper posted at the Terminal, for recording their scheduled arrival and departure as well.

Bombay Dock Labour Board

2358. DR. SHANTI G. PATEL:
SHRI P. BABUL REDDY:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when was the Bombay Dock Labour Board last reconstituted and what is the statutory provision regarding the normal term of the Board;

(b) what is the strength of the Labour representatives and what is the basis of giving representations to various unions on the Board and their membership;

(c) how many times since the last reconstitution of the Board. Government have received the membership figures of various unions as verified by the Ministry of Labour; and

(d) since when the Bombay Port Trust Employees' Union has been requesting Government to reconstitute the Board and give it due representation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Bombay Dock Labour Board was last reconstituted on 28-12-1974. As per sub-rule (1) of rule 4 of the Dock Workers (Regulation of Employment) Rules, 1962, a non-official member of the Dock Labour Board shall hold office for a period of three years from the date of the Notification appointing him as a member. However it is provided that an out-going member shall continue in office until his successor is appointed.

(b) There are 5 representatives of dock workers on the Bombay Dock Labour Board. The representation of dock workers is decided on the basis of the relative strength of registered trade unions of dock workers among the registered and listed dock workers of the port as determined by the results of verification of membership of unions conducted by the Ministry of Labour.

(c) Since the reconstitution of the Board in 1974, the Ministry has received the membership figures of various unions of dock workers as on 31-12-1974, 31-12-1978 and 31-12-1980 as verified by the Ministry of Labour.

(d) The Bombay Port Trust Employees' Union has been requesting the Government to reconstitute the Board since 1973.

गरीबी की रेखा से नीचे रहने वाले लोग

2359. श्री जगदम्बी प्रसाद यादव । क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में गरीबी की रेखा से नीचे रहने वाले लोगों की संख्या क्या है तथा गरीबी की रेखा निर्धारित किये जाने का आधार क्या है ; और

(ख) देश में भिक्षावृत्ति की समस्या को समाप्त करने के लिए सरकार ने क्या योजना या कार्यक्रम तैयार किया है ?

शिक्षा तथा संस्कृति और समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) 1977-78 में अखिल भारतीय स्तर पर लगाए गई अनुमान के अनुसार गरीबी रेखा से नीचे जनसंख्या की प्रतिशतता ग्रामीण क्षेत्रों में 50.82 और शहरी क्षेत्रों में 38.19 थी। ये अनुमान अखिल भारतीय गरीबी रेखा को प्रयोग में लाते हुए तैयार किए गए हैं जिसमें 1977-78 की कीमतों के अनुरूप ग्रामीण क्षेत्रों में 65 रु० प्रति व्यक्ति प्रतिमास के अनुरूप प्रति व्यक्ति 2400 कैलोरियों की न्यूनतम दैनिक कैलोरियां की अपेक्षा और शहरी क्षेत्रों में प्रति व्यक्ति 75 रु० प्रति मास के अनुरूप प्रति व्यक्ति 2100 कैलोरियों की न्यूनतम दैनिक कैलोरियों की अपेक्षा को गरीबी रेखा का आधार माना है। केन्द्रीय सांख्यिकी संगठन द्वारा अपने राष्ट्रीय लेखा सांख्यिकी में दिए गए अखिल भारतीय निजी खपत व्यय के अनुमानित आंकड़ों और एन० ए० ए० ए० आ० द्वारा तैयार किए गए अनुमानित आंकड़ों के योग के मध्य के अन्तर को विभिन्न राज्यों और केन्द्र शासित प्रदेशों में यथानुपात बांट कर सजायोजित कर लिया गया है। ऐसा अन्य जानकारी, (जिसका इस अन्तर को विभिन्न राज्यों/केन्द्र शासित प्रदेशों के बीच आवंटन किए जाने के लिए प्रयोग