

sions of these Rules, no experimental drugs developed abroad can be imported into the country for carrying out tests on human beings without the prior approval of the Drugs Controller (India). Such approval is not granted unless adequate evidence based on the results of studies carried out abroad on animals and human beings with the experimental drug is submitted by the intending importer to show that the drug is safe for use in human beings.

(c) No; many countries in the world including India have their own national regulations to control and regulate trials with experimental drugs on human beings so as to ensure that the drugs being tried are safe for use.

R.M.S. Coach for Bhavanagar-Mehguna route

246. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the demand has been made from a number of quarters to the effect that the RMS coach which is attached for Bhavanagar-Mehguna route on Bhavanagar Division on Western Railway in Gujarat be attached to Somnath Mail or Gandhigram Express and divert route of RJ-6 section from Bhavanagar-Mehguna to Bhavanagar-Ahmedabad;

(b) whether it is a fact that the D.R.M.W. Railway Bhavanagar Para has agreed to provide the said accommodation in Somnath Mail and also this issue has been decided *vide* P.M.G. Ahmedabad Stg. Memo No. 30 dated 2nd February, 1980, and DRUCC meeting minutes item No. 339 held at Bhavanagar Para on 28th December, 1979;

(c) if so, what action has been taken or is proposed to be taken by Government to fulfil the assurances and decisions; and

(d) by when the said diversion will take place?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b) The matter was discussed by the Local Railway authorities with the P&T authorities but hauling of postal van by Somnath Mail has not been found feasible.

(c) and (d) Do not arise.

Replacement of Mahuva Dhasa Railway Line

247. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) when the replacement work of Mahuva-Phasa Railway line on Bhavnagar Division on Western Railway commenced and when it was completed;

(b) what were the reasons for the said replacement;

(c) how much expenditure incurred thereon and what benefits were derived therefrom;

(d) what was the running capacity per hour before the replacement and what is at present and what should be the actual running speed capacity;

(e) whether it is a fact that the running speed has not been increased due to improper maintenance even though the running capacity now is more due to the said replacement; and

(f) what action is proposed to be taken to increase the running speed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) The track on Mahuva-Dhasa section of Bhavanagar division of Western Railway was proposed to be replaced in two phases through the Works Programmes of 1963-64 and 1966-67.

One work of track renewal of 94.92 kms. consisted of two portions. The first portion from km. 0.00 to 57.12 was completed in the years 1969-70 and 1971-72. The work from km. 65.52 to 103.32=37.80 kms. was commenced in September, 1974 and completed by February, 1976.

Other work from km. 103.32 to 126.66 was completed during the years 1967-68 and 1968-69.