

are certainly dependent on the production of these metals from land. If extensive production of these metals from international seabed without any regulation or control is allowed, then the economies of some of the countries can certainly suffer, namely Zambia and Zaire. The hon. member mentioned about copper. Detailed studies have shown that if there is any kind of control on production of deep seabed mining then, it would not have any effect at all on the economies of those countries which are producing copper particularly because all the countries have accepted the position that there should be control on the seabed production. The developed countries have put forward a formula which was included in the revised single negotiating text, namely 6 per cent may be taken to be the growth in the consumption of these metals in the world per year, and the production from the seabed should be restricted only to this increase in the world consumption. So far as the existing consumption is concerned, that may be allowed to be met only from land production itself. This position has been accepted by the developed countries also. And some of the developing countries are exporting these metals, particularly nickel. And so far as nickel is concerned, well, unfortunately or fortunately, the position is that the biggest exporter of nickel is a developed country namely Canada, and not the developing countries. And the production of these metals is not done differently because it is the manganese which is not used and which is lying on the international seabed, which has to be taken out and that yields these four metals, namely nickel, manganese, cobalt and copper. It is the nickel which will be the main product and, therefore, it is the production of nickel on land which is likely to be affected by unregulated production from the seabed. Therefore, the formula which was evolved was that 6 per cent growth in the nickel consumption of the world may be the restriction on the production from the international seabed. But even this was not acceptable to the developing countries. India has put forward the pro-

posal that even the future growth in the consumption or production of nickel should be divided half and half between the seabed production and the land production because—there may be some potential land-based producers also. Jan Stevenson, in his compromise formula, has said that except for the first five years, it should be divided in the proportion of 75 per cent and 25 per cent, 75 per cent going to the seabed production and 25 per cent of the future growth also going to the land-based production. And so far, no agreement has been reached but it is hoped that at some point, an agreement would be reached.

SHRI KALYAN ROY : What about the multinational corporations ?

MR. DEPUTY CHAIRMAN : Next Question.

#### **Standard of Cleanliness and Catering in the Taj Express**

♦153. SHRI KHURSHED ALAM KHAN :

SHRI JAGDISH JOSHI :

SHRI JAGAN NATH BHARDWAJ :

SMT. AMARJIT KAUR :

SHRI IBRAHIM KALANIYA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it has come to Governments' notice that of late the standard of cleanliness and catering in the Taj Express trains has deteriorated; and

(b) if so, what action Government propose to take in this regard ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) and (b) No Sir. The standard of cleanliness and catering on Taj Express is fairly satisfactory. Constant endeavours are

f The question was actually asked on the floor of the House by Shri Khurshed Alam Khan.

made to maintain a satisfactory standard of service on this train and to further improve it.

SHRI KHURSHED ALAM KHAN : Sir, it is very difficult for me to accept the statement of the hon. Minister when he says that the standard of cleanliness and catering on the Taj Express is fairly satisfactory. I do not know whether the Minister has of late travelled on the train because I did travel on this train and any question is based on personal knowledge. I quite agree that the Taj Express is the pride of our trains but surely complaints have been received about the deteriorating standards in cleanliness, catering and operating efficiency. I said even the other day when I was speaking on the Railway Budget—unfortunately the hon. Minister was not in the House then—that I have seen beggars begging in this train. If this is no deterioration, what else is it ? The hon. Minister may kindly indicate.

PROF. MADHU DANDAVATE : As I have already said, the cleanliness is fairly satisfactory. It is true that some complaints might have been received. So far as the number of complaints is concerned, I may point out to you, on the basis of the concrete complaints that have been lodged by those who travel by the Taj Express, that six complaints were received regarding the standard of catering, and there were some supplementary complaints. On the other hand, there were 814 letters of appreciation of the service by the catering department on the train. This is the position.

I have deliberately said that the cleanliness is fairly satisfactory and not satisfactory. That itself indicates that there is some room for improvement and it will be our constant endeavour to see that the improvement is made so that the large number of tourists who travel by this prestigious train do not carry a wrong impression outside the country.

SHRI KHURSHED ALAM KHAN : Thank you very much for these views. But

I would suggest that the hon. Minister should ask his officers to visit the kitchen of this train and find out whether it is being run satisfactorily or not. Apart from that, I would like to know what the economics of operation of this train is and whether on the basis of the economics of operation of this train there is any proposal to extend this train to cover the famous golden triangle, namely, Agra, Jaipur and Delhi, by running similar train from Delhi to Jaipur, Jaipur to Agra and Agra to Delhi.

PROF. MADHU DANDAVATE : Sir, if you permit diversion from the original question, I am prepared to answer. I seek your guidance.

SHRI BHUPESH GUPTA : Sir, railway trains are very often diverted and this diversion may also be allowed.

AN HON'BLE MEMBER : Sir, since this also concerns Rajasthan, I would like to know the answer.

PROF. MADHU DANDAVATE : Sir, the hon. Member has already suggested that similar facilities should be extended to some other centres. I do concede that as far as those parts where tourist traffic is very much dominant are concerned, we should be able to have such prestigious trains. But I would like to submit to the hon. Members that this raises the questions of terminal capacity and line capacity which are of great importance and we will examine that and if that permits we will examine the scope of giving effect to the valuable suggestions made by the hon. Member.

श्री जगदीश जोशी : क्या मंत्री महोदय बताने की कृपा करेंगे कि जो फेयरली सेटिस्फैक्टरी सर्विस की बात उन्होंने कही है उसको पूर्णतः सेटिस्फैक्टरी बनाने की लिये उनके मंत्रालय ने क्या नीति सम्बन्धी निर्देशन अपने विभाग और ताज एक्सप्रेस के चलाने वालों को दी है ?

श्री० मधु दण्डवते : मेरा निर्देश यह है कि क्लीनलिनस के सिविलिने में हमारी जो राय फेयरली सेटिस्फैक्टरी है वह सेटिस्फैक्टरी हो जाये उसके लिये जरूरी जो चीजें हैं वह करनी चाहिये कैंटरिंग सेवकन को।

श्री जगदीश जोशी : क्या करनी चाहिये, वह बताइये।

प्रो० मधु दण्डवते : जहाँ तक कंटेरिंग का प्रबन्ध है, हम लोगों का प्रबन्ध यह है कि जहाँ तक दिल्ली आगरा कंट तक जाने वाली ट्रेन है वहाँ डाइनिंग कार के जरिये सब चीजें दी जाती हैं, ब्रेकफास्ट भी वहाँ तैयार किया जाता है और जब आगरा कंट से दिल्ली की तरफ यह ट्रेन आती है तो बेस किचन के जरिये सब खाने की चीजें चढ़ाई जाती हैं। इसलिये हम लोगों ने इन्स्ट्रक्शंस दी है कि बेस किचन ज्यादा इंप्रूव करने की कोशिश करें। उनमें सुधार हो जायेगा तो बेजि-टेरियन खाना तथा नान-वेजिटेरियन खाना ट्रेन में जो दिया जाता है उसमें ज्यादा तरक्की हो सकती है।

SHRI JAGAN NATH BHARDWAJ : Would the hon. Minister consider the desirability of appointing a committee of visitors for this train or a parliamentary committee to suggest further improvements?

PROF. MADHU DANDAVATE : Sir, our information is, a lot of Members of Parliament, because of their sense of appreciation for Taj. travel by this train, and they have sent letters of appreciation and also suggested improvements. So, there is no need for selling up a separate committee for this purpose. We have taken cognizance of the need for further improvements.

श्री इब्राहीम कलानिया : रेल मंत्री जिस प्रकार से यात्रियों की अनुविधा की जानकारी प्राप्त करने में रुचि रखते हैं मुझे विश्वास है उन्हें यह भी मान्य होगा कि भोजन और सफाई आदि की गड़बड़ी ताज एक्सप्रेस में ही नहीं है बल्कि सभी सफर वाली ट्रेनों में भी पाई जाती है। मैं यह जानना चाहता हूँ कि उसके सुधार के लिये मंत्री महोदय क्या व्यवस्था करने जा रहे हैं?

प्रो० मधु दण्डवते : जो सवाल पूछा गया है फिर वह ताज एक्सप्रेस से संबंधित नहीं है। वह ज्यादा व्यापक सवाल है फिर भी आपकी इजाजत चाहता हूँ क्योंकि मैं किसी प्रकार की गलती नहीं करना चाहता।

आपने यह कहा है कि जो सफाई के बारे में ताज एक्सप्रेस में तरक्की करना चाहते हैं क्या वह दूसरी ट्रेनों में भी करना चाहेंगे? सफाई ऐसी चीज है कि जो एक ट्रेन तक सीमित नहीं रह सकती। लेकिन मैं आपको यह बता देना चाहता हूँ कि दूसरी जो ट्रेनें हैं उनमें जितनी सफाई होनी चाहिये उतनी सफाई आज नहीं दिखाई देती है इसलिये हम बेस किचन का अरेंजमेंट, डाइनिंग कार अरेंज-मेंट के बारे में सोच रहे हैं। एक सवाल जो आपने उठाया है उसमें से यह निकलता है कि जो लोग वहाँ खाना देते हैं वे कमीशन बेयरर्स हैं उनके बारे में कई लोगों ने इस सदन के और उस सदन के, सुझाव दिया है कि अगर इस बारे में कुछ नबदीली करें तो ज्यादा अच्छा होगा। मैं इस सदन में बताना चाहता हूँ कि जो परिमल घोष कमीशन मुकरर हुआ था। 1967 में, यह सिफारिश की थी कि सेल बढ़ाने के लिये जरूरी है कि हम कमीशन बेयरर्स का प्रबन्ध करें। उसके जरिये ही सेल बढ़ सकती है और अनुभव यह है कि सेल बढ़ी है। सिर्फ ताज एक्सप्रेस में ही नहीं दूसरी ट्रेनों में भी सेल बढ़ी है, ऐसा अनुभव रहा है लेकिन काफी शिकायतें भी आई हैं। जो सफाई आज ताज एक्सप्रेस में है वह ताज एक्सप्रेस तक ही सीमित न रहे इसलिये दूसरी ट्रेनों में भी सफाई खाने की कोशिश करूंगा, यह मैं यकीन दिलाना चाहता हूँ।

#### Electrification of Railways

\*154. SHRI MULKA GOVINDA REDDY :t

SHRI SHRIKANT VERMA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have drawn up a phased programme for the electrification of the entire railway network ;

(b) if so, by when this is likely to be accomplished; and

■{•The question was actually asked on the floor of the House by Shri Mulka Govinda Reddy.