

ment of the Member-States to the ideal of 'Education for all' and their resolve to continue to work unceasingly for universalisation, democratisation and improvement of education as an essential factor of development. The Conference also adopted 29 Recommendations on different aspects of development of education in the region.

Since most of the recommendations of the Conference are in accord with our own priority goals for educational development, the Government of India supports the recommendations made by the Conference. The Conference unanimously recommended that regional cooperation which has developed so fruitfully in recent years, particularly under the auspices of Unesco, should be intensified and expanded especially in certain fields such as universalisation of primary education, the struggle against illiteracy and 'science for all'. India has consistently advocated the value of regional and international cooperation. The Conference is of special significance in so far as it underlines the need for cooperation among the Member-States in the region for the development of education.

[Translations]

Maximum Permissible and Actual Speed of Rolling Stock of Indian Railways

1357. DR. A.K. PATEL :

SHRI C. JANGA REDDY :

Will the Minister of RAILWAYS be pleased to state ;

(a) the maximum permissible speed of electric and diesel engines and of the coaches and wagons of the latest design on the converted broad gauge lines of Indian Railways as against the actual average speed of passenger and goods trains ;

(b) whether, keeping in view the huge expenditure on modernisation, Government propose to increase the actual average speed of the passenger trains and goods trains to increase the income of the Railways and provide facilities to the public ;

(c) if so, the targets set for the year 1985-86 in this regard ; and

(d) the comparative statement regarding the actual average speed for the last three years, year-wise ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Maximum permissible speed on the converted Broad Gauge lines of Indian Railways is 100 Kms. per hour for locs and coaches and 75 kms. for Wagons.

(b) and (c). As regards increase in the average speed of passenger trains the average speed depends mainly upon the number and duration of stoppages besides other factors, such as, the track condition, signalling system, time, allowed for track repairs, type of locomotive etc. Average speed can be increased provided the number of stoppages is curtailed but this will not be possible as this will cause considerable resentment from the users at stations where halts are withdrawn.

(d) A statement is attached.

		Statement		
		1981-82	1982-83	1983-84
Average speed (Kms. per hour)				
Mail/express trains	BG	47.2	47.2	47.1
	MG	35.0	34.3	32.8
Passenger trains	BG	27.0	26.7	27.5
	MG	24.4	22.2	24.4
Mixed trains	BG	24.8	25.0	25.0
	MG	18.6	17.8	18.2
Electric Multiple Units trains	BG	32.5	32.1	32.2
	MG	31.3	31.5	31.6
All goods trains	BG	20.8	21.4	21.5
	MG	16.1	16.5	17.0