

made repeated requests and it had been proved that Col and other tribes of Bundelkhan, especially of Banda district, should be included in the schedule, why has no action been taken during the last three years? It has been kept pending, I would like to know from the hon. Minister because she herself knows this fact.

Mr. Speaker: She cannot go into individual cases now.

Shrimati Savitri Nigam: I would like to know why there is so much delay.

Shrimati Chandrasekhar: Unfortunately, in U.P. scheduled tribes existed but they were not listed. Even then we have made a study and the present Bill that will be introduced will contain that recommendation.

Shri Tyagi: In view of the fact that mostly the better-off families among the Scheduled castes are deriving this benefit and privileges, have not Government considered the proposal to de-scheduling such families whose income exceeds some minimum?

Shrimati Chandrasekhar: The hon. Member is not aware of the fact that we have already, many years back, introduced a means test to eliminate the so-called well-to-do people of these communities from deriving any benefit from the programmes of the Scheduled Castes. Children whose parents draw more than Rs. 500 do not get any scholarships from us.

श्री हुकम चन्द कछवाय : माननीय मंत्री जी ने बताया है कि कुछ जातियों को सूची से निकालने का विचार है। क्या मंत्री महोदय की इम बारे में कोई जानकारी है कि वे कौन कौन सी जातियां हैं? इलैक्शन कमीशन ने जो चुनाव क्षेत्र तय कर दिये हैं, क्या उन पर इन जातियों को निकालने का कोई अमर पड़ेगा? मंत्री महोदय ने कहा है कि वह जानकारी प्राप्त कर रहे हैं। मैं यह जानना चाहता हूँ कि वह जानकारी कब तक इकट्ठी हो जायेगी और कब तक हमारे

सामने रख दी जायेगी। जिस विधेयक का उन्होंने उल्लेख किया है, वह चुनाव से पहले आयेगा या बाद में?

Shrimati Chandrasekhar: I think no injustice will be done to any community in that regard.

Mr. Speaker: Whether that Bill is proposed to be brought before the elections or after the elections.

Shrimati Chandrasekhar: The Bill, we hope, is to be brought in this session; that means, before elections.

श्री हुकम चन्द कछवाय : चुनाव क्षेत्रों पर इस के प्रभाव के बारे में नहीं बताया गया है।

अध्यक्ष महोदय : श्री बासुमतारी।

Shri Basumatari: The number of graduates and M.As. among the Scheduled Castes and Tribes has increased like anything. But at the same time the Minister just now replied that the vacancies reserved for these people are not filled because suitable candidates are not available. What steps are the Government going to take to remove the plea of unsuitability of candidates among these castes and tribes so that those vacancies may be filled up?

Shrimati Chandrasekhar: We are very much aware of this fact and we have said in answer to an earlier question that we are reviewing this matter.

Circular Railway for Calcutta

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243. **Shrimati Renu Chakravarty:**
Shrimati Renuka Ray:
Shri Indrajit Gupta:

Will the Minister of **Planning and Social Welfare** be pleased to State:

(a) Whether any preliminary engineering feasibility study of the proposed Circular Railway for Calcutta has been made; and

(b) if so, the results thereof?

The Minister of Planning and Social Welfare (Shri Asoka Mehta): (a) A preliminary engineering feasibility study is proposed to be made shortly. Arrangements for undertaking this study are under consideration.

(b) Does not arise.

Shrimati Renu Chakravarty: In view of the fact that already there have been feasibility studies for the underground railway as well as for the circular railway undertaken by other authorities, and in view of the fact that Calcutta's population suffers extreme hardships with regard to communications, what is the difficulty which is standing in the way of the Central Government to come to an early decision with regard to helping the State to have a circular railway which will facilitate the removal of overcrowding in our communication system?

Shri Asoka Mehta: The Government of West Bengal had set up a study group for this purpose. This study group had drawn up a certain scheme. When this scheme was brought up before the study team on Metropolitan Transport that has recently been set up, it was found during the course of a discussion that was arranged with the representatives of the Eastern Railway and the Port Commissioners, that the earlier scheme which was drawn up by the study group of West Bengal Government would face three main difficulties. If the alignment that was suggested then was maintained, the result would be (1) the passage at Chitpur yard which is already very heavily congested would become a very difficult problem; (2) the interference with the Port Commissioners' Railway and facilities for cross-movement of pedestrians and merchandise along the Hooghly foreshore between the Strand and Hastings; and (3) numerous foot and road overbridges, subways, and level crossings that will have to be provided all along the circular route for the use of pedestrian and vehicular traffic. It was, therefore, decided that the alternative alignment be studied, and the study group of the West Ben-

gal Government and the Study Team on Metropolitan Transport and the Eastern Railway discussed this matter in June, 1966. The new alignment that is now being examined will relate to two sections: one from Dum Dum to Prince Ghat and two, a section to serve the reclaimed Salt Lake area where the State Government propose to settle a million people. This new feasibility study is being undertaken which will cost Rs. 4 lakhs and will take nine months to complete.

Shrimati Renu Chakravarty: Are we to understand that the study will be undertaken—which will take nine months—and at the end of it the Government will automatically accept the findings of this committee which, I think, is the third committee studying this matter, and that the Government will start the work?

Shri Asoka Mehta: Until the feasibility report is ready, it is not possible to say what action will be taken upon it.

Shrimati Renuka Ray: Is it a fact that the point that the Minister has raised about the unfeasibility of the first scheme of West Bengal was brought up long ago at formal or informal meetings even earlier? Why has it taken so long, till June 1966, for the Central Government to start further studies, and how long will it take for them before work starts on the circular railway.

Shri Asoka Mehta: As far as the first point is concerned, the Study Team on Metropolitan Transport was set up on 23rd September, 1965 and this matter has been under discussion between the study group of the West Bengal Government and the Team. As I said, certain conclusions were reached in June, 1966. I have also pointed out that the new feasibility study is likely to take nine months. As soon as the feasibility report is available, further consideration will be given to it and the necessary decisions taken. It is not possible to say when it will start precisely at this point of time.

Shri Indrajit Gupta: This matter has been dragging on for so many years. In view of the multiplicity of studies and committees which are proliferating on this single question of the circular railway, can we take it that the Government is at least committed in principle to the idea of a circular railway scheme for Calcutta and the feasibility studies are only concerned with technical matters like alignment of the track and so on or is the whole thing in the melting pot and nothing can be said?

Shri Asoka Mehta: There is no question of multiplicity of committees. As I said, discussions had to be held with the representatives of the Eastern Railway as well as with the representatives of the Port Commissioners, because they are also intimately concerned with the alignment of the circular railway. Unless all these parties concerned come to an agreement, it is difficult to reach any kind of firm conclusion about the particular alignment to be selected. As far as the particular project is concerned, I do not know what is meant when it is asked whether in principle it is agreed to, because whatever is being agreed to is in principle. When it comes to actual inclusion, one has to take into account the budgetary position and the resources position in that particular year. If what is meant by agreeing in principle is whether the scheme will be taken up in due course, I say yes. But if it is meant whether it will be taken up after 9 months as soon as the report is ready, I cannot say, because I have not before me the annual plan of West Bengal for next year nor have I had an opportunity of knowing from the Finance Minister what their expectations will be for plan provision for next year.

Shri S. M. Banerjee: In view of the fact that this whole question of circular railway is moving like a shuttlecock between the Railway Minister, the Planning Minister and the Chief Minister, may I know whether the House can be assured that this project

will be included at least in the fourth plan?

Shri Asoka Mehta: It is very difficult for me to give any assurance because later on it will be cited against me that I gave an assurance here. The Fourth Plan has still to be approved by the Planning Commission, by the National Development Council and by the Cabinet. It has still to be endorsed, with whatever changes it wants, by the Parliament. Who am I to say whether it will be included or not when it finally emerges? In this matter I am not in a position to give any assurance.

Shri S. M. Banerjee: You will remember, Sir, that the Railway Minister made a statement here that the matter is being considered whether it is underground or overground. There was a committee appointed for that. This is another committee for alignment. My question was whether it will be included in the fourth plan. I know many people will have to approve of it, including Mr. Johnson.

Mr. Speaker: He said he cannot give that assurance.

Shri Asoka Mehta: If the question is whether we are going to suggest its inclusion, I would say, yes. But this is no assurance. This is purely something which we, some members of the Planning Commission, are suggesting. I make it clear that this is no assurance and I cannot be made answerable to it.

Shri B. K. Das: May I know whether the financial implications of the scheme are also being studied by the study group?

Shri Asoka Mehta: When the feasibility study is drawn up, it will include the financial outlays involved.

Shri Dinen Bhattacharya: Committees after committees are being set up, but the suffering of the Calcutta people knows no bounds. The transport position has reached a saturation point. Already the CMPO and the Planning

Commission have taken up the plan for the construction of a second Howrah bridge. May I know whether the Planning Commission can assure this House that this Howrah bridge will be completed within the fourth plan?

Shri Asoka Mehta: This question does not relate to Howrah bridge.

Shri Dinen Bhattacharya: That is also linked up with the railway matter.

12.00 hrs.

Dr. Ranen Sen: Sometime last year, on the basis of the previous reports of the feasibility committees that were set up earlier in this decade, the West Bengal State Assembly unanimously passed a resolution requesting the Government of India to expedite the setting up of this circular railway. Last year, the hon. Labour Minister announced in this House the constitution of a Committee on behalf of the Government of India in which there were representatives of the Port Commissioners, the Railways, there were economists, financial advisers and all types of people. May I know what actually that Committee has done so far during the last six or seven months with regard to this circular railway?

Shri Asoka Mehta: That Committee that I have been referring to all the time is a Study Team of Metropolitan Transport. It is this Committee that has gone into the matter and discussed with the study group of the West Bengal Government, authorities of the Eastern Railway and representatives of the Port Commissioners. While I fully recognise that there is a great amount of hardship that the people of Calcutta are suffering, let us recognise the fact that if a circular railway is laid down it would complicate both the transport of the railway lines as well as of the port. It will not solve the problem, it will only aggravate the problem. Therefore, in trying to solve the problem

it is necessary to see that every possible condition and consideration is fully looked into (*Interruptions*).

Mr. Speaker: The Question Hour is over.....

Shri Dinen Bhattacharya: How can he express such an opinion that it will aggravate the problem?

Dr. Ranen Sen: The Planning Commission has already come to the conclusion as Shri Asoka Mehta said, that these difficulties will be there.....

Shri Asoka Mehta: I have not said that (*Interruptions*).

Mr. Speaker: Order, order. Let us proceed now.

SHORT NOTICE QUESTIONS

Supplementaries on Short Notice Question No. 1 regarding Cochin Shipyard

Mr. Speaker: The House will now take up Short Notice Question No. 1 which was not concluded yesterday. The question was put and an answer given. Then a point was raised and the Minister was asked to look into it and come prepared with the answer.

Shri A. K. Gopalan: Sir, before.....

Mr. Speaker: The Minister might give his answer first. Then if the hon. Member is satisfied with the answer, probably there may not be any occasion for him to raise this point and he may then put his supplementaries.

Shri A. K. Gopalan: Yesterday the hon. Minister said that there was no record to show that an assurance was given.

Mr. Speaker: Perhaps the Minister also might have seen that. Let us hear him first.

The Minister of State in the Ministry of Transport and Aviation (Sri