

like to submit that the attempt of the hon Minister to evade reply on the basis of the issue of the Centre-State relations will not do. Therefore, he must categorically State the progress made in checking measles?

SHRI M.L. FOTEDAR: I would like to inform the hon. Member that the World Bank for the next five years.....

[English]

MR. SPEAKER : This is a question relating to the assistance by the world Bank in 1992-93 and not in the past.

[Translation]

SHRI M.L. FOTEDAR: A sum of Rs. 835.61 crore has been sanctioned for this programme in the Eighth Five Year Plan. During this period an assistance of Rs. 506 crore will come from the World Bank and from other donor agencies Rs. 222 crore will be received. For the current year an estimated amount of Rs. 80.30 crore has been allocated. I have already mentioned the districts to be covered under the programme i.e. under child welfare all the districts will be covered and under Maternal Survival 219 districts will be covered I have already referred to it and regarding infant mortality I have told you that

[English]

it has come down to eighty per thousand. Now we are trying to bring it down up to sixty by the turn of the century.

[Translation]

Renovation of Railway Stations

*187. **SHRI VILASRAO NAGNATHRAO GUNDEWAR:** Will the MINISTER OF RAILWAYS be pleased to state: -

(a) the major railway stations in various railways zones covering Maharashtra which have been renovated/expanded during the last two years;

(b) the amount allocated and spent thereon;

(c) the railway stations where renovation/expansion work is in progress and the time by which the work is likely to be completed;

(d) the total estimates thereof and the amount allocated thereof during the current year; and

(e) the stations out of them where computer services are proposed to be provided and the time likely to be taken in this regard?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIMALLIKA JUN): (a) to (e). A statement is laid on the Table of the Subha.

(a) and (b). The major Railway Stations in Maharashtra which have been renovated and expanded during the last two years and the amount spent thereon are as under:-

Railway Zone	Station	Amount allocated/ spent (Rs. in lakh)
Central	Solapur	35.49
South Central	Aurangabad	14.49
	Kolhapur	2.97

<i>Railway Zone</i>	<i>Station</i>	<i>Amount allocated/ spent (Rs. in lakh)</i>
Western	Dadar	9.01

(c) and (d). Details of renovation/expansion works in progress at major Railway

Stations in Maharashtra are as under:-

Railway Zone	Station	Estimated Cost	Amount allocation during 1992-93	Target
1	2	3	4	5
Central	Bombay TV	80.39	21.20	31.3.93
	Pune	53.01	00.12	30.9.92
	Akola	68.85	33.73	31.3.93
	Nagpur	228.87	38.85	31.3.93
South Central	Nanded	47.78	8.73	31.3.93
South Eastern	Gondia	36.93	18.93	31.12.93
	Tumsar Road	16.00	12.60	31.3.93
Western	Bombay Central	48.15	48.15	31.3.93
	Andheri	9.96	07.40	31.3.93
	Borivali	9.72	01.00	31.3.94 ^{7/8}
	Virar	18.22	10.00	31.3.93
				18

(e) Bombay, VT, Pune, Bombay Central and Borivli have already been provided with computerised reservation facilities. In this regard work has been taken up at nagpur and the same will be completed by 31.3.1994, subject to availability of funds.

[*Translation*]

SHRI VILASROA NAGNATHRAO GUNDEWAR: Mr. Speaker, Sir, through you, I would like to know the facilities proposed to be made available at the small stations in maharashtra, particularly the Marathwada region. The condition of such stations is so bad that they don't even have basic facilities and the condition of the Gents and Ladies toilets are such that they seemt belong to the days of yore. The hon. Minister in his reply mentioned the names of a few major railways stations, but what facilities would be provided in smal railway stations and by what time it is expected to be done ?

[*English*]

SHRI MALLIKARJUN: Sir, to provide the basic amenities to almost all stations is our concept and now, as the hon. Member has mentioned, some of the stations in respect of which all these things arer being taken up now have been mentioned. Even for small stations also Government proposes to see how best it can provide to basic amenities.

[*Translation*]

SHRI VALASRAO NAGNATHRAO GUNDEWAR: Mr. Speaker, Sir, the ongoing work in the railways stations and maharashtra is taking place at a snail's pace. I would like to know the time by which the work is likely to be Completed. Apart from this, the hon. Minister is requested to kindly clarify the time by which, the demand for new railway lines, is likely to be met?

[*English*]

SHRI MALLIKARJUN: Sir, about the railway, it does not pertain to the present ques-

tion. But so far as renovation, modernisation of stations and providing the basic passenger amenities are concerned, that we have taken up. In this financial year we have allocated over Rs. 73.867 crores for the passenger amenities.

[*Translation*]

MR. SPEAKER: Shri Ram Naik, This is a question pertaining to the railway stations in maharashtra. First of all, you please go through it.

SHRI DATTA MEGHE: Mr. Speaker, Sir, today it took me ten minutes to come through the main gate. I was not allowed to enter. I need your protection.

MR. SPEAKER: Please take your seat.

SHRI DATTA MAGHE: I need your protection. I am a Member of Parliament, yet I was not allowed to come through the main gate.

MR. SPEAKER: Okay, I will protect you.

SHRI RAM NAIK: Mr. Speaker, Sir, in his response to the question pertaining to the expansion plans for certain railway stations, the hon. Minister mentioned to names of a few railway stations like Andheri, Borivli and Virari, which fall within my constituency. Now, the commuters have to usually are the fact over oridges at the railways stations, but owing to the sharp increase in the number of commuters, it takes 10-12 minutes for a person to go to one platform from another. Apart from this, such bridges in many railway stations have become obsolete, as many of them were built over a decade back. These foot over bridges specially need to be widened, and where it is not possible, new bridges may be built. My question is that at a time, when the Government is planning to carry out reovation, re-modelling and expansion work at many Railways Stations, will they take up the work of widening or building bridges on a priority basis? Alongwith this, I would also like to know the reasons behind neglecting this issue for so long?

[English]

SHRI MALLIKARJUN: Sir, as the hon. Member has mentioned, in Bombay suburban it is a big problem and the daily commuters are increasing day by day and we are also making all out efforts to increase the services.

So far as the foot-overbridges are concerned, I take his suggestion and what best can also be done in this matter we will do.

[Translation]

SHRI PRAKASH V. PATIL: Mr. Speaker, Sir, all these facilities are not adequately available at the Sangli station of the South Central Railway. Apart from this, can the Government provide for a halt for the Nizamuddin Express at Sangli? Thirdly, work is under way for the conversion of the Miraj-Betul railway line into broad gauge. By what time is the project expected to be completed?

[English]

SHRI MALLIKARJUN: Sir, so far as the stoppage is concerned, that is subject to examination.

SHRI SHARAD DIGHE: Mr. Speaker, Sir, in answer to paragraphs (c) and (d) the hon. Minister has mentioned about 11 stations which are to be renovated, and he has given the target date and the amount allocated also. I find that in at least five stations the target date is fast approaching. For example, for Pune your target date is 30th September, 1992 - hardly two months - and when we see the estimated cost and the allocated funds there is a vast difference between the estimated cost and the allocated funds. For Pune the estimated cost is Rs. 53.01 lakhs whereas you have allocated Rs. 0.12 lakhs. Similarly for Bombay V. T. the estimated cost is Rs. 80.39 lakhs and your allocation is Rs. 21.20 lakhs. In the same way for Nagpur, the estimated cost is Rs. 228.87 lakhs and you have allocated only

Rs. 38.85 lakhs. Considering the large difference between the estimated cost and the amount of allocation and considering the fact that the target date is very near - in most of the cases it is 1993 or 1994 - how do you propose to complete this renovation by the target date with such poor allocations?

SHRI MALLIKARJUN: The stations, Bombay V. T., Pune and Nagpur, mentioned by the hon. Member have not been included in the 1992-93 Budget for modernisation. The work at these places is already in advanced and progressive stage. Whatever is required for the culmination of the work has been allocated.

[Translation]

SHRI ARVIND TRIVEDI: Mr. Speaker, Sir, first of all, I would like to congratulate the hon. Minister for providing ample amenities at all the railway stations. The foot over bridges and toilets are also well-constructed, but unfortunately, there is no arrangement for their maintenance. Vendors have turned foot over bridges into shopping centres and it has become difficult for the general public to use them. Does the government propose to make any permanent arrangement for their regular maintenance? These mini Bazars have sprung up all over and are causing inconvenience to the pedestrians. Moreover, there are no lights in the toilets, nor are there arrangements for water supply at the railways stations?

[English]

SHRI MALLIKARJUN: Sir, it is true that in some parts, there is lack of lights and other things. However, we have been emphasising upon and instructing the General Managers and others concerned to take care of these problems. Maintenance is a constant and continuous process. We always give highest priority for maintenance of the assets.

[Translation]

SHRI DATTA MEGHO: Nagpur is the

second best city of Maharashtra. However, the budget allocation made for the nagpur railway Station for the year 1991-92 wa not fully utilised. Similarly, the renovation work on the side of the second cotton market also remains to be alone. Further, the budbgetary allocation for the renovation work of Nagpur Railway Station is inadequate and the completion is getting delayed. Do you propose to complete the work this year?

[English]

SHRI MALLIKARJUN: The target for the completion of the renovation is 31.3.1993. I am fully confident that the Railways will rise to the occasion to complete the work in the targeted time.

Late Running of Trains

*189. **DR. SUDHIR RAY:**
SHRI BHAGWAN SHANKAR RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether important express, mail and superfast trains throughout the country and especially bombay mail on Allahabad-Bombay route usually run late;

(b) whether goods trains are given priority over passenger trains in clearance;

(c) if so, the reasons therefor; and

(d) the steps propoed to be taken to maintain punctuality of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWASY (SHRI MALLIKARJUN): (a) No, Sir. However, punctuality of Howrah-Bombay Mail has not been satisfactory.

(b) No, Sir.

(c) Does not arise.

(d) Instructions already exist to maintain

punctuality by intensive chasing and round the clock moniotoring.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT: Mr. Speaker, Sir, the reply given by the hon. Minister is very unsatisfactory. He has admitted that the punctuality of the Howrah-Bombay Mail is not satisfactory, but it is satisfactory in respect of other trains. The main question was that important mail express and superfast trains are are running late. I would like to say specifically that the people will have to face great difficulties due to late running of trains like Rajdhani Express, AP Express, Jhelum Express, Punjab Mail, Chhatisgarh-Awadh Express, now known as bombay-Bandra - Gorakhpur Express. Sometimes it causes great loss to people and becomes inhumane. Suppose some one has to reach a blace on the death or distress of a near relative or on some urgent work and the trains run late, then it causes a let of proglem. Trains run late by four to eight hours. I would like toknow from the hon. Minister as to how many days during the last six month the Rajdhani Express, the AP Express, the Jhelum Express, the Punjab Mail, the Chhatirgarh Express and te Groakhpur-Awadh-Bandra Express werer late by more than an hour.

Mr. Minister, Sir, I would like to congratulate you for theintroduction of a new express train from Awadh to Bombay called the Awadh-Bandra Express, but people are not adequately benefited by these services due to late running of all these trains including the Awadh Express. If people reach their destination late by so many hours, they suffer a lot. Therefore, I would like to repeat my question as to on how many days these trains were late by more than an hour during last six months ?

[English]

SHRI MALLIKARJUN: Sir, punctuality is of great concern to us. Punctrality, safety and security of the passengers should be taken proper care of and we are monitoring