

- (ii) Conversion of Rajkot-Veraval MG line into BG, and extension upto Kodinar.
- (iii) Conversion of Wankaner-Dahinsara-Navlakhi and Dahinsara-Maliya Miyana MG sections into BG.
- (iv) Conversion of Surendernagar-Rajula MG line into BG and extension upto Pipavav.
- (v) Conversion of Nadiad-Kapadvanj NG line into BG and extension upto Modasa.
- (vi) Conversion of Gandhidham-Bhuj MG line into BG
- (vii) Construction of new line between Ambaji and Khad Brahama.
- (viii) Construction of a new BG line between Bhavnagar and Tarapore.
- (ix) Provision of a new link to Alang Ship-breaking yard.
- (x) Conversion of Dhrangadhre-Kuda Salt siding into BG.
- (b) Such information is not maintained civil district-wise.
- (c) Gauge conversion has already been completed on Nadiad-Kapadvanj and is in progress on Ahmedabad-Delhi and Rajkot-Veraval sections. Extension of Nadiad-Kapadvanj line upto Modasa, which had been frozen temporarily, is being resumed. Conversion of Wankaner-Dahinsara-Navlakhi-Maliya Miana will be taken up in 1995-96 while that of Gandhidham-Bhuj will be taken up after Planning Commission accord their approval.

[Translation]

Speed of Trains

296. SHRI SATYA DEO SINGH:
SHRI PANKAJ CHOWDHARY
SHRI MOHAN RAWALE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the maximum speed prescribed for the trains operating in the country;
- (b) whether the speed of the trains operating in the country is considerably very low as compared to the trains operating in other countries;
- (c) if so, whether the Government have formulated and scheme to increase the speed of the passenger as well as goods trains; and
- (d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The maximum permissible speed of trains in India is 140 Kmph.

(b) No. Sir.

(c) and (d) However, running of passenger carrying trains at 160 Kmph and freight trains at 100 Kmph is being planned.

[English]

Pesticides residues on tobacco leaf

297. SHRI S.M. LALJAN BASHA: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether the Government have directed the Central Tobacco Research Institute to find the way to reduce pesticides residues on tobacco leaf;
- (b) if so, the details thereof;
- (c) the work done so far by the CTRI in regard to reduction of pesticide residue on tobacco leaf; and
- (d) the further steps proposed to be taken in this direction to enhance profitability for tobacco farmers?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) and (c) Based on the research work done, the Central Tobacco Research Institute (CTRI) has recommended (1) Adoption of integrated pest management package consisting of pesticide formulations based on organophosphorus and carbonate compounds which undergo degradation to the extent of 90% during flue curing and restriction on the use of chlorinated hydrocarbons like DDT; (2) Application schedule for spray of recommended pesticides with sufficient interval between spraying, harvesting and curing to facilitate degradation of residues in flue cured leaves during post-harvest operations; (3) Development of high yielding varieties with inbuilt resistance to pests and diseases; (4) monitoring of pesticide residues in different tobacco types grown under different agro-climatic zones;

(d) The CTRI has proposed (1) analysis of pesticide residue level in soils in new tobacco areas; and (2) wide publicity for adoption of recommended package of pesticide application to minimise the problem of pesticide residue in tobacco leaf through Tobacco Board, R&D Units of industry and other related agencies.

Evaluation of Computer and Electronic System

298. SHRI PRAMOTHES MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

- (a) Whether the Government have made any review/evaluation of introduction and functioning of computer and electronic system in Railways;
- (b) if so, to what extent the declared objectives of this system have been achieved; and
- (c) to what extent this system has been successful to control Ticket-Racketeering and accidents?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Evaluation of the functioning of computers has been in respect of computer systems in the Zonal Railway headquarters and Production Units where the

computers have been operational for sufficiently long time. The stage for overall evaluation for other systems have not yet arrived.

(b) In the evaluated areas of computer functioning, it has been found that the objectives of better Management Information Systems such as more accurate and timely availability of statistics, reduction in the drudgery of human efforts for repetitive calculations etc, were met.

(c) Computerisation has eliminated malpractices in the issue of reserved tickets by railway staff. Computerisation coupled with electronic system have helped in reducing certain types of accidents.

[Translation]

Adverse Effect of Kesari Dal

299. SHRI RAM PAL SINGH:
SHRI BRIJBHUSHAN SHARAN SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have received any complaints regarding adverse effects of consumption of Kesari Dal on health;

(b) if so, the details thereof;

(c) whether Government have conducted any inquiry in this regard;

(d) if so, the findings thereof;

(e) whether the Government propose to impose ban on its sale;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (g) The sale of Kesari Dal is banned in all the States/UTs except State of Madhya Pradesh, Bihar and West Bengal. The sale of this dal has been banned because it contains a Neurotoxin-B-N-Oxalyl-Aminoalamine (BOAA) and this has been shown to be a powerful Excitotoxin to the Central motor neurones. Epidemiological studies conducted by National Institute of Nutrition, Hyderabad and I.C.M.R. in Maharashtra and Madhya Pradesh indicated a link between the consumption of Kesari Dal and out break of Neurolethyrism.

[English]

Pollution in Gujarat

300. SHRI HARISINH CHAVDA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the pollution level of air, water and sound in Ahmedabad, Baroda, Surat, Vapi and other cities of Gujarat is rising every year;

(b) if so, the level of such pollution in these cities;

(c) the action taken to reduce such pollution level; and

(d) the level of pollution in these cities in comparison to the international standards?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a), (b) and (d) There is no definite trend in the level of the pollution in Ahmedabad, Baroda, Surat, Vapi and other cities of Gujarat which would indicate a rise in the pollution every year. The concentration levels in respect of sulphur dioxide and oxides of nitrogen are within the limits while those of suspended particulate matter and noise are beyond the limits at certain location at some periods of sampling.

(c) The action taken to reduce the pollution level include the following:—

(i) The Gujarat State Pollution Control Board has issued directions to industries under the provision of the water (Prevention and Control of Pollution) Act, 1974 and air (Prevention and Control of Pollution) Act, 1981 to comply with the prescribed standards.

(ii) The Gujarat State Pollution Control Board has so far filed about 2000 cases under the Water (Prevention and Control of Pollution) Act, 1974, 328 cases under the Air (Prevention and Control of Pollution) Act, 1981 and 228 complaints under Section 133 of the Cr. PC against the defaulting industrial units.

(iii) Effluent and emission standards have been prescribed under the Environment (Protection) Act, 1986.

(iv) Environmental guidelines have been evolved for siting and operation of industries.

(v) Industries have been directed to comply with consent requirements of the States Pollution Control Board.

(vi) Financial incentives are provided for installation of pollution control equipment and shifting of polluting industries from congested areas to confirming industrial estates. Financial incentives are also given for utilisation of solid waste such as fly ash and phospho-gypsum.

(vii) Gross and mass emission standards for all types of vehicles have been notified under the Motor Vehicles Rules, 1989. The State Governments