

(c) whether it is a fact that the said service stands disrupted during the year 1980 owing to non-construction of approach road at proper time and timely non-maintenance of the running schedule of the Vessels; and

(d) if so, the steps which Government propose to take for ensuring regular running of the L.C.T. service with the scheduled frequency to avoid recurring loss and also to mitigate the hardship of the users and the public as well?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) Year	Earning (Rs. in lakhs)
(i) 1976-77 (5.76 to 3.77)	6.10
(ii) 1977-78 (4.77 to 3.78)	5.39
(iii) 1978-79 (4.78 to 3.79)	4.80
(iv) 1979-80 (4.79 to 3.80)	5.50

(c) and (d). Under the arrangement agreed to with the Government of Bihar the responsibility for construction and maintenance of approach road for the service rests with the State Government, who has intimated that approach road at Karagola (Karghola) had been washed away during the rainy season after which the same was to be reconstructed. It has been added that the construction at the original site was not possible due to siltation and change of river course. After consultation between the State Government and the IWT Directorate of the Ministry of Shipping and Transport, the approach road was made available in the month of April, 1980. The service is running with scheduled frequency.

Nationalisation of Road Transport

2883. SHRI CHIRANJI LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be

pleased to state at what stage is the move to nationalise the Road Transport, both goods and passengers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): The nationalisation of passenger transport services is being effected in the State and Union Territories on a phased basis. There are four States namely Gujarat, Haryana, Maharashtra and Sikkim and the Union Territory of Chandigarh where nationalisation of passenger transport has reached 100 per cent. In Delhi most of the passenger transport is in the hands of Delhi Transport Corporation, which is a Central Government Organisation. The extent of nationalisation varies in the other States. The all-India average works out to about 52 per cent.

There is no proposal to encourage the nationalisation of goods transport. However, there is no ban or restriction, as such on the States taking up nationalisation of goods transport. Goods transport is almost entirely in the hands of private operators at present. Presently, goods transport services, in a very small way, are being run in public sector along with passenger service in a number of States namely Assam, Himachal Pradesh, J & K., Meghalaya, Nagaland, Orissa, Sikkim, Tripura, Uttar Pradesh and West Bengal. However these services cater to a small proportion of total goods traffic.

Widening of National Highway No. 1

2884. SHRI CHIRANJI LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the progress made so far in widening of National Highway No. 1 between Delhi and Ambala; and

(b) by what time this work will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI BUTA SINGH): (a) and (b). It is proposed to widen the National Highway No. 1 from Delhi to Ambala to 4 lanes divided traffic facility in stages depending upon the availability of funds. The work on Delhi to Murthal stretch has already started and is targetted to be completed by March, 1983.

Congestion at New Delhi Station

2885. SHRI JNARARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated a plan to reduce congestion at New Delhi Station; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) To ease congestion at New Delhi, the following works have been undertaken:—

1. Fruit, minerals and cement sidings shifted from New Delhi Railway Station to New Azadpur, Tugalakabad and Shakurbasti respectively.

2. Along with 1 above, one additional island platform and additional washing and stabling lines have been provided.

3. A second entry to the New Delhi Railway Station from Thompson Road side is proposed to be provided.

4. Along with item 3 above, one more island platform, a parcel foot-over bridge and more stabling and washing lines, a station building with booking facilities, circulating area for passenger traffic, extension of two existing foot-wear bridges and other allied facilities will be provided on Thompson Road side of New Delhi Station.

5. 20 ft. width of land on either side of Chelmsford Road leading

from Connaught Place belonging to the Railways has been relinquished to the New Delhi Municipal Committee for widening the road.

6. The Circulating area in front of New Delhi Railway Station is proposed to be improved. Measures for easy circulation of passengers on platforms have been taken to reduce congestion.

7. In order to expedite reception and despatch of trains, the modern system of route relay interlocking has also been sanctioned, as part of the second and final phase of the plan for Second Entry to New Delhi, for the entire New Delhi yard complex.

8. A survey to develop Hazrat Nizamuddin as a satellite Passenger-cum-Parcel Complex (3rd coaching terminal for Delhi area) is in progress.

9. The work of land acquisition for item 8 above is also in progress.

Senior Cashiers

2886. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of senior cashiers on Indian Railways stagnating in the grade of Rs. 425-640 from 1976 onwards;

(b) whether they have been provided with adequate avenues of further promotions in the higher grade to avoid stagnation; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 86.

(b) Adequate avenues of promotion exist to the extent warranted by work load and other factors.

(c) Does not arise.