

train operations can commence, this year.

(b) and (c). Provision/introduction of additional train facilities is a continuous process subject to operational feasibility, availability of resources and traffic justification.

Guruvayoor-Mangalore Railway Line

850. SHRI P.C. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) the present stage of the proposed Guruvayoor-Mangalore railway line project;

(b) the funds allotted for the railway line; and

(c) the details of the tentative plan of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) to (c). A railway line already exists between Kuttipuram and Mangalore. A survey was carried out for construction of Kuttipuram-Trichur (via Guruvayoor) railway line. Out of this, construction of Trichur-Guruvayoor is in progress for which an outlay of Rs. 8.00 crores has been provided during 1990-91. There is no proposal for construction of railway line from Guruvayoor to Kuttipuram (on Shoranur-Mangalore) at present.

SC/ST Backlog

851. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether backlog of reserved post meant for Scheduled Castes and Scheduled Tribes in various Railway zones has since been cleared;

(b) if not, the reasons therefor;

(c) whether any action plan has been prepared by railways to wipe out the backlog especially in higher cadres reserved for SC/STs; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) The backlogs in recruitment in the reserved quotes for SCs and STs in posts controlled by Zonal Railways have been cleared except in a few cadres on certain zonal Railways, particularly in Group C posts in technical categories due to reasons such as non-availability of SC/ST candidates, non-completion of selection process due to disturbed conditions in certain areas, non-availability of vacancies, etc.

(b) and (c). The posts in higher cadres are filled by promotion. Some backlog exist in promotional categories and steps are being taken to clear this. However, there are certain constraints like (i) non-availability of suitable candidates in the feeder categories and (ii) restrictions imposed by orders/injunction of Supreme Courts, high Courts/CATs restraining Railway Administrations from making reservation for the SCs/STs in promotion in such cadres where the representation on the SCs/STs has reached the extent of 15% for SCs and 7-12% for STs of the cadres strength.

Clearance to Project and Production Targets of ONGC

853. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the target set by the Oil and Natural Gas Commission for crude oil and natural gas production during 1990-91;

(b) whether the Government have received any investment proposals from the