

The schemes for construction of bypasses will be decided after the Plan is finalised.

(b) Construction of bye-passes become necessary when the urban links through which the highway passes are considered unsuitable for further improvement on account of narrow width of the roadway and heavy congested traffic. Schemes are selected based on their relative priority keeping in view the volume of traffic and the funds available for the purpose.

(c) The alignment of Faizabad bye-pass on National Highway No. 28 in Uttar Pradesh was approved in 1971. Since then the land has been acquired. Due to insufficient allocation of funds as against overall

requirements for removal of existing deficiencies on National Highways in the Country, construction of bypasses including Faizabad bypass was given lower priority in the 5th and 6th Five Year Plans.

However, the work for the construction of Phase-I works (earthwork and culverts) of this bypass now stands included in the Annual Plan 1985-86. The construction work will start after the estimate for the same is sanctioned.

(d) The other places in Uttar Pradesh where bye-passes have been sanctioned and the dates of their sanction areas under :-

	Name of the Place.	Date of Sanction.
(i)	Shahjahanpur bypass on National Highway 24.	4.8.1980.
(ii)	Construction of Kalpi Bypass on National Highway-25 (Shivpuri-Bhognipur Section)	5.2.1981.
(iii)	Khaga Bypass on National Highway-2.	4.5.1984.
(iv)	Land acquisition of Varanasi Bypass on National Highway-2.	29.8.1984.
(v)	Fatehpur bypass on National Highway-2.	21.11.1984
(vi)	Sitapur Bypass on National Highway-24.	23.11.1984.

[English]

Dieselisation of Amaravathi-Guntur Express

493. SHRI D.N. REDDY : Will the Minister of RAILWAYS be pleased to state whether there is any proposal to dieselise the Amaravathi-Guntur Express this year ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : No, Sir.

[Translation]

Railway Freight Concession for Booking Rakes

494. SHRI VISHNU MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government gives some concession in the Railways freight for booking a full rake; and

(b) if so, the extent to which the concession is given ?

THE MINISTER FOR RAILWAYS (SHRI BANSI LAL) : (a) and (b) A lower trainload classification has been provided in the Railway Freight Structure for certain commodities moving in bulk, such as, food-grains, salt, coal, ores, cement, lime stone, petroleum products, iron or steel etc. subject to the fulfilment of conditions prescribed for applicability of trainload classification. The extent of concession for trainload movements varies from 2.6% to 13.3% depending on the commodity offered for booking.