

some Indian Airlines Leh-bound passengers who were reportedly denied entry to the Terminal Building at the I.G.I airport by Airport/I.A.A.I. security personnel and Indian Airlines staff. Sub-Inspector reached the spot and found that a passenger had got into an argument with Indian Airlines staff over facilitation matters as the flight to Leh was delayed. The passenger, could not identify the person with whom he had a quarrel. On 12th January 1988 morning, the Indian Airlines and IAAI staff and the passenger involved, got together in the office of the I.A. when the I.A.A.I. staff insisted on payment for the glass damaged during the quarrel. They, however, came to the conclusion that since the glass was damaged/broken for accidentally, the I.A.A.I could not insist on any charges for the same. The passenger and the Duty Officer of Indian airlines went to the Police Station, Palam on 12th January 1988 and placed a compromise paper before the Sub-Inspector and told him that they did not want any further action in the matter. As such, the complaint was filed.

[*Translation*]

**Construction of Road/Bridge in Punjab and Himachal Pradesh**

10775. PROF. NARAIN CHAND PARASHAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have given clearance to the construction work regarding link road between Kiratpur Railway Station and Kiratpur bus stand ( District Ropar, Punjab), bridge over Beas river at Shri Hargovindpur and bridges over drains /rivulets along the road between Hoshiarpur(Punjab) and Una (Himachal Pradesh);

(b) if so, by when the construction work on them will be started after approval; and

(c) the time by which it will be completed

and the amount likely to be spent thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). Constitutionally, the Government of India is primarily concerned with roads declared as National Highways only including bridges thereon. All the projects in question, after their construction, would fall on the State Roads network. Consequently, their construction/development fall within the sphere of State activities. However, in order to help the State Government of Punjab financially for the construction of one bridge project mentioned in the question is relating to bridge across Beas river at Sri Hargovindpur costing Rs. 499 lakhs, financial assistance to the extent of Rs. 249.50 lakhs has been approved by the Central Government. This bridge expected to be completed by the end of March, 1991.

[*English*]

**Conversion of Dehri Rohtas Railway Line**

10776 PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether conversion of the narrow gauge Dehri-Rohtas railway line has been sanctioned;

(b) if so, whether Government propose to absorb the employees of the narrow gauge railway company as was done in other similar cases; and

(c) if so, the time limit within which the hard pressed employees would be absorbed?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) and (c). Do not arise.

**Implementation of Chattopadhyaya  
Commission Report by Kendriya  
Vidyalyaya Sangathan**

10777. PROF. MADHU DANAVATE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether recommendations of the Chattopadhyaya Commission have still to be implemented in favour of Kendriya Vidyalyaya Teachers; and

(b) if so, the time-frame within which these will be implemented?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) and (b). The National Commission on Teachers-I under the chairmanship of Prof. D.P. Chattopadhyaya gave its report to the government in March, 1985. It has made 138 recommendations which are relevant to the teaching community all over the country. The recommendations and government decisions thereon cover a wide range of academic, management of financial issues which are expected to be implemented over a period of time.

In regard to the pay scales for teachers in UTs and under autonomous organisations of Government of India however, the Central government has keeping in view the recommendations of the Chattopadhyaya Commission, report of the IV Central Pay Commissioner and the National Policy on Education 1986, sanctioned improved pay scales in August 1987. In pursuance of Government's orders dated 12.8.1987 Kendriya Vidyalyaya Sangathan have issued instructions to all of their Regional offices/ Principals on 18th February, 1988 for implementing the revised pay scales announced by the government.

**Threat to Railway Lines in Murshidabad area by Ganga Erosion**

10778. SHRI ZAINAL ABEDIN:  
SHRI SYED MASUDAL  
HOSSAIN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that railway lines in the Murshidabad area were being threatened by the Ganga erosion;

(b) if so, the details thereof; and

(c) the steps proposed to be taken by Government to protect the railway lines?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no immediate threat to railway lines in the Murshidabad area.

(b) The distance of the right bank of the river from the railway line at three nearest locations in Murshidabad area is as under:-

- |               |          |
|---------------|----------|
| i. Sankopara  | — 330 m  |
| ii. Durgapur  | — 800 m  |
| iii. Bajitpur | — 1325 m |

(c) Necessary protection works will be undertaken, as and when necessary.

**Protection of National Highways in  
Murshidabad Area Threatened by  
Ganga Erosion**

10779. SHRI ZAINAL ABEDIN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether National Highways in the