

The families affected by the clearance operation were brought back in these slum rehousing flats/tenements. Chunk 7 of DAG phase-I was cleared during 1976-77 and 480 flats were constructed in addition to development of 10 commercial flats abutting on main Asaf Ali Road. The affected families had been brought back in these flats at Turkman Gate.

Some time in 1982, major portion of of chunks 4 and 5 of DAG phase-I was got cleared and the families resettled in slum rehousing flats constructed in different parts of the U.T. Delhi. In 1982, a scheme of construction of 222 slum rehousing flats was prepared but it was not implemented. At present the area thus got vacated and measuring about 2.3 acres is lying vacant. Design/proposal to provide rehabilitation flats at this site is being finalised with the Consultancy Advice from School of Planning and Architecture, New Delhi. In 1982, some portion of the Sector-II of DAG phase-II was also got cleared and families were rehoused in Slum rehousing flats at Kalkaji, Madipur etc. The area has been reoccupied unauthorisedly.

(c) With the termination of the 6th Five Year Plan, as a matter of policy the Slum Clearance Scheme has been discontinued and now the emphasis is on improvement of slums.

[English]

**Financial assistance from Japan
for development of Buddhist
places**

1751. SHRI SRIBALLAV

PANIGRAHI :

SHRI VILAS MUTTEMWAR :

SHRIMATI MANORMA

SINGH :

SHRI SARFARAZ AHMAD :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether financial assistance is likely to be received from Japan for development of Buddhist tourist centres in India;

(b) if so, the quantum of the amount and the places where it is likely to be spent;

(c) whether the Buddhist tourist centres of Orissa are also included in the scheme; and

(d) if not, the reasons thereof ?

**THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :**
(a) and (b). The Government of Japan has offered an assistance of around Rs. 95 crores for the development of traditionally rural and backward areas by providing certain basic facilities for the use of Buddhist pilgrim and tourist traffic.

(c) No, Sir

(d) The current proposal only envisages places of Buddhist interest directly associated with the life of Lord Budha.

**Amount allocated to Kerala
for tourism**

1752. PROF. P.J. KARIEN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the total allocation made to Kerala for 1988-89 for the development of tourism in the central sector; and

(b) the details of the plan to be implemented ?

**THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :**
(a) and (b). The Central Ministry of Tourism does not allocate funds State-wise but scheme-wise. The Ministry provides financial assistance to State for creation of tourism infrastructure on the basis of specific proposals received from the State Governments. The quantum of funds to be released to Kerala in 1988-89 will depend on the merits and inter-se priorities of proposals received from the Government of Kerala

for Central financial assistance. The following projects have already been sanctioned during 1988-89 and are at various stages of implementation :

S. No.	Name of the project	(Rs. in lakhs) Amount sanctioned
1.	Beach Resort at Varkala	95.00
2.	Wayside amenities at five places	58.00

**Dislocation of railway services
on S.E. Railway**

1753 : SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of cases of dislocation of railway service on the South-Eastern Railway from 1 May, 1988 to 10 July, 1988 Division-wise;

(b) the number of such dislocations due to derailment, Division-wise;

(c) the reasons for dislocation particularly derailments; and

(d) whether the derailments were due to improper maintenance of tracks ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a)

Division	No. of cases
Kharagpur	10
Adra	6
Chakradharpur	6
Bilaspur	5
Nagpur	1
Khurda Road	2
Waltair	3
Total	33

(b) Division	No. of cases
Adra	1
Kharagpur	2
Chakradharpur	1
Bilaspur	4
Nagpur	1
Khurda Road	1
Waltair	3
Total	13

(c) and (d). Cause-wise break-up of the 13 derailments is as under :

Cause	No. of cases
(i) Track failure	5
(ii) Track failure combined with bad enginemanship	2
(iii) Track failure combined with wagen defect	1
(iv) Breakage of coach wheel tyre	1
(v) Defect in wagon	1
(vi) Breakage of loco wheel tyre	1
(vii) Excessive speed by driver	1
(viii) Under-investigation	1

**Closure of Factories at Dalmia Nagar,
Bihar**

1754. PROF. CHANDRA BHANU DEVI : Will the Minister of LABOUR be pleased to state :

(a) whether Government are aware of the closure of the factories at Dalmia Nagar, Bihar; and

(b) if so, the action proposed to be taken for re-employment of workers rendered jobless ?