

Request for Conversion of Salaya Port of Gujarat into Bulk Cargo Loading Port

8698. SHRI DHARMASINHBHAI PATEL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of Gujarat have requested the Central Government to convert the Salaya Port in Saurashtra region of Gujarat State into bulk cargo loading port and to develop this port as a centrally sponsored scheme;

(b) if so, the details of the recommendation or demand made in this regard;

(c) the amount involved in converting Salaya Port into a bulk cargo loading port and when and how this demand of the State Government of Gujarat will be met; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). The State Government have recommended to Government of India the construction of a deep water berth at Salaya Port for handling of dry bulk cargo so as to take advantage of the infrastructural facilities being created for the Offshore Oil Terminal.

A scheme prepared by Kandla Port in 1977 was examined in the Ministry. It was found that many of the underlying assumptions, especially those relating to traffic, were unrealistic. Accordingly, the Port was asked to reconsider the scheme and come up again at the time of formulation of the proposals for the Plan period 1978-83.

(c) and (d). One of the schemes included in the development plans of Kandla Port for the period 1978-83 is the construction of a deep water berth

at Vadinar (near Salaya) at an approximate cost of Rs. 10 crores for which Planning Commission have tentatively agreed to a provision of Rs. 50 lakhs. Sanction of the scheme, however, will depend on its viability, financial implications, etc.

Deaths due to Negligence of the Staff of D.T.C.

8699. SHRI S. S. LAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the total number of deaths which have occurred due to the negligence of the staff of D.T.C. during the year 1978-79; and

(b) how do these figures compare with the transport undertakings of other States or at least big cities as the Capital itself?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Presuming that the question is about the deaths which occurred as a result of accidents involving DTC buses, it may be stated that 106 persons were killed as a result of accidents involving DTC buses (inclusive of DTC buses plying on inter-state routes). The accidents are not always attributable to human error or mechanical failure. Mostly these are the result of difficult traffic conditions in the city. In all the fatal accidents cases, the DTC drivers have been challaned by the Delhi police and the cases are still pending in the court. As the cases are *sub judice*, it is not possible to say what will be the number of deaths which may be attributable to the negligence of DTC drivers.

(b) The information about accidents figures of other transport undertakings for the year 1978-79 is not available. However, a comparative accident data pertaining to the years 1976-77 and 1977-78 of some Metro-

politan Transport Undertakings inclusive of DTC are given below:—

Year	No. of accidents per lakh Kms.			
	Pallavan TGL (MS) Madras	B.E.S.T. (M.S.)	Ahmedabad (M.S.)	D.T.C.
1976-77	2.30	9.96	2.55	1.87
1977-78	2.40	8.82	2.22	1.91

प्रादिवासी भत्ता

8700. श्री हुकूम खन्द कहनाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उन्हें पश्चिम रेलवे कर्मचारी परिषद् की दोहद शाखा की ओर से गत चार महीनों के दौरान कोई भ्रष्टाचर्य मिला है जिसमें उन्होंने फ्रैन्च गंज कालोनी, दोहद के कर्मचारियों में प्रादिवासी भत्ता दिये जाने के लिए अनुरोध किया है; और

(ख) यदि हाँ, तो सरकार द्वारा इस पर अभी तक कोई निर्णय न किये जाने के क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री निज नारायण):

(क) जी, हाँ ।

(ख) वित्त मंत्रालय द्वारा जारी किये गये प्रादेशों जिन्हें रेल कर्मचारियों के लिए भी अपनाया गया है, के अनुसार गुजरात राज्य में जिला पंच महल के दोहद तालुका में केवल 3 प्रादिवासी ब्लॉक अर्थात् गरवाड़ा, भाठीवाड़ा, काठला प्रादिवासी भत्ते की स्वीकृति के लिए प्रहर् हैं । फिर भी, गुजरात सरकार द्वारा एक ट्रेडी की जा रही सूचना के आधारे पर वित्त मंत्रालय द्वारा इस प्रश्न पर और आगे विचार किया जा रहा है ।

Reservation from Ahmedabad for Kerala Bound Passenger

8701. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Kerala bound passengers traveling from Ahmedabad are finding it very difficult to get onward reservation from Arkanam and are put in very great difficulties;

(b) whether he had promised two years ago while flagging off the Nava-

jeevan Train from Ahmedabad that a through coach for Kerala bound passengers would be added to this train;

(c) if so, considering the difficulty mentioned above whether Government will take steps to fulfil the promise made; and

(d) if so, when it is likely to be materialised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. A quota of 50 second class sleeper berths (35 for Ahmedabad and 15 for Vadodara) has been allotted for Kerala-bound through passengers by 145 Dn Navjivan Express and connecting 41 Dn Cochin Express at Arakkonam. These passengers are given confirmed reservation beyond Arakkonam by 41 Dn Cochin Express at Ahmedabad/Vadodara itself to avoid inconvenience.

(b) to (d). Demands for attaching a through coach from Ahmedabad for Kerala bound passengers by Navjivan Express train, were received at the time of inauguration of the train, but this has not been found feasible.

Introducing a New Train between Indore-Bhopal-Agra

8702. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal submitted by the Gwalior Chamber of Commerce for introduction of a fast running train between Indore-Bhopal-Agra is