

During the current financial year so far, only 3 States, viz. Maharashtra, Rajasthan and West Bengal, have been in overdraft for more than 7 days. The overdraft in the case of Maharashtra and Rajasthan has been cleared and only West Bengal continues to be in overdraft. Its overdraft on the 25th January, 1980 amounted to Rs. 13.00 crores.

2. The Government of West Bengal was assisted by the Central Government by releasing in advance the instalments of share in Central taxes and Central assistance for State Plan and a ways and means advance and its overdraft was cleared on 24th December, 1979. However, the overdraft re-emerged on the 26th December, 1979 and has been continuing since then. In the case of West Bengal, the main reason for the prolonged overdraft is stated to be the imbalance in its finances on account of the grant of dearness allowance by the State Government to its employees and non-recovery of State Government's dues from the agriculturists on account of drought.

3. A scheme for regulation of States' overdrafts was drawn up in consultation with the Reserve Bank of India, and the Planning Commission and was enforced with effect from the 1st October, 1978. This scheme does not permit any State Government to be continuously in overdraft for more than 7 working days. Since the enforcement of the scheme, most of the State Governments have been able to manage their finances within the parameters of this scheme.

4. A meeting was held with the Government of West Bengal at official level on 25th January, 1980 to discuss the ways and means of liquidating the overdraft. The State Government was urged to re-order priorities, improve the collection of Govt. dues and contain the expenditure within the available resources so as to eliminate recourse to overdraft on the Reserve Bank of India.

Railway carriage repair Workshops

133. SHRI PENCHALAI AH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to set up Railway Carriage Repair Workshops during this year;

(b) if so, how many; and

(c) the present position regarding proposal to set up one at Tirupati in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) to (c). A Scheme for setting up a New Carriage Repair Workshop to meet the requirements of Eastern Region is being set up at Mancheswar (Bhubaneswar) on the South-Eastern Railway. The Project Report & the Estimates for setting up the workshop was approved in May/June, 1978 and the construction work is in progress.

A Scheme for setting up another New Carriage Repair Workshop at Tirupati on the South-Central Railway to meet the requirement of Southern Region has also been approved and included in the Railway's Works Programme for 1979-80. The Project Report & Estimates for setting up this workshop are presently under preparation by the South-Central Railway.

राजस्थान में बाड़मेर और जैसलमेर स्थानों के लिए गाड़ियों की रात्रि सेवायें

134. श्री विधी चन्द्र जैन: क्या रेल मंत्री यह बनाने की कृपा करेंगे कि:

(क) राजस्थान राज्य के बाड़मेर और जैसलमेर स्थानों के लिये गाड़ियों की रात्रि सेवायें कब से बंद की गई हैं और उनके न चलाये जाने के क्या कारण हैं?

(ख) क्या इस सन्दर्भ में अधिक पिछड़े हुए तथा देश के सीमांत क्षेत्र के लोगों को इसके कारण असुविधा उठानी पड़ रही है; और

(ग) सरकार द्वारा वहां के लोगों की सुविधा के लिये रात्री की गाड़ियों का चलाया जाना कौन सी निश्चित तिथि से पुनः प्रारम्भ कर दिया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ): (क) से (ग). जोधपुर और बाड़मेर के बीच 97/98 एक्सप्रेस तथा जोधपुर और जैसलमेर के बीच 3 जे पी जे/4 जे पी जे सवारी गाड़ियां इंजन कोयले की कमी के कारण 29-10-1979 से रद्द की गयी हैं। कोयले की स्थिति में अविद्यमान सुधार दृष्टिकोण से होते ही इन गाड़ियों को फिर से चलाने के बारे में विचार किया जायेगा।

Konkan Railway Project

135. SHRI V. N. GADGIL: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that the Konkan Railway Project has been cleared by the Planning Commission; and

(b) if so, the total estimated cost of the Project according to the Planning Commission?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). Only the construction of the first phase of the West Coast Konkan Railway viz. the section from Apta to Roha over a length of 62 Kms. has been cleared by the Planning Commission and this project has been included in the Budget for 1978-79 at an estimated cost of Rs. 11.19 crores and the work is in progress. The total length of the Konkan Railway from Apta to Mangalore is approximately 890 Kms. and is likely to cost about Rs. 239 crores, at 1976 price level.

Koraput—Parvatipuram Railway Line

136. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of Koraput-Parvatipuram and Koraput—Rayagada Railway lines has been completed and submitted to his Ministry;

(b) if so, the steps taken by his Ministry on the report;

(c) whether his Ministry is likely to include the said railway lines for construction in current financial year; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d). Preliminary Engineering-cum-Traffic Surveys for a BG rail link from Koraput to Parvatipuram/Salur and from Koraput to Rayagada are in progress. These surveys are being conducted by M/s. Rail India Technical & Economic Services. The survey report is awaited. A decision will be taken on the project after the engineering and traffic surveys are completed and the pros and cons of the alternatives are fully studied keeping in view the financial viability of the project as well as availability of resources, subject to clearance by the Planning Commission.

Loss in Industrial Product Due to Industrial Unrest

137. SHRI K. MALLANNA: Will the Minister of LABOUR be pleased to state:

(a) whether an unprecedented industrial unrest caused by the strikes and lockouts in the last year resulted in substantial loss in production; and

(b) if so, the details regarding the total time-lost due to strikes and lockouts during the above period and the reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) & (b). Complete statistics of mandays lost and value of production lost due to strikes and lockouts during the year 1979 are not yet available. A statement showing the available provisional information regarding mandays lost and value of production lost during the last three years is attached.

The main reasons for these strikes and lockouts were 'wages and allowances'.