

1	2	3
29.	Lakshadweep	0 91
30.	Mizoram	10 10
31.	Pondicherry	14 78

*Allocation are for Family Planning and Maternal and Child Health Services together.

National Highways in Madhya Pradesh

1224. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total amount sanctioned during 1978-79 for the development of National Highways in Madhya Pradesh;

(b) whether it is a fact that Bombay-Agra Road particularly between Bhopal-Indore needs heavy repairs; and

(c) if so, the action taken by the Central and State Governments to improve the conditions of Highways in Madhya Pradesh?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Rs. 556 lakhs.

(b) and (c). The Bombay-Agra Road (National Highway No. 3) passes through Indore, Dewas, Bhopal, Guna, Shivpuri and Gwalior in Madhya Pradesh. Bhopal does not fall on this route. It is not a fact that this National Highway needs heavy repairs. However, normal maintenance and repair requirements of this National Highway are being duly taken care of. The Central Government is responsible only for the National Highways in Madhya Pradesh. New improvement works worth about Rs. 22 crores are proposed to be sanctioned on these National Highways in addition to an expenditure of about Rs. 8 crores on their maintenance during the Sixth Plan period.

फारबीसगंज और बरौनी के बीच रेलगाड़ियों का चलाना पुनः शरारुण करना

1225. श्री डी० एब० बेठा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : (क) पूर्वोत्तर सीमांत रेलवे और उत्तर पूर्व रेलवे की कौन सी रेलगाड़ियां वर्ष 1976 तक फारबीसगंज स्टेशन से बरौनी जंक्शन तक चला करती थी ;

(ख) इनमें से कितनी रेलगाड़ियां अभी भी चलती हैं और कितनी रेलगाड़ियों का चलना बन्द हो गया है तथा उनके बन्द होने के क्या कारण हैं ;

(ग) क्या बन्द रेल गाड़ियों को पुनः चलाने की सरकार की कोई योजना है ; और

(घ) यदि हां, तो इनको कब से चलाया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) (क) 1976 में और उसके बाद सहरसा के रास्ते फारबीसगंज और बरौनी के बीच दो जोड़ी गाड़ियां अर्थात् 67/68 कोसी एक्सप्रेस और 401/402 सवारी गाड़िया तथा कटिहार के रास्ते अन्य दो जोड़ी गाड़ियां अर्थात् 37/38 प्रयाग एक्सप्रेस और 35/36 सवारी गाड़िया चल रही थी ।

(ख) से (घ). विगत में कोयले की कमी के कारण 67/68 कोसी एक्सप्रेस, 35/36 और 401/402 सवारी गाड़ियों को समय-समय पर रद्द करना पड़ा था । इन्हें फिर से चालू किया जा चुका है ।

ऊपरी पुलों के निर्माण का मानदण्ड

1226. श्री नरसिंह मकवाना : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : (क) अत्याधिक यातायात वाले मार्गों पर ऊपरी पुल के निर्माण के लिए क्या मानदण्ड अपनाये जाते हैं ;

(ख) क्या पश्चिम रेलवे पर बीरमगाम में 'मील रेलवे क्रॉसिंग' पर ऊपरी पुल के निर्माण का कोई प्रस्ताव है ; और

(ग) इस मार्ग पर ऊपरी पुल के निर्माण के लिए रेलवे बोर्ड से कितनी बार और कब-कब मांग की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) (क) इसके लिए कोई विशिष्ट मानदण्ड निर्धारित नहीं किया गया है, तथापि रेलवे की नीति यह है कि राज्य सरकार (सड़क प्राधिकरण) के साथ परवर्ती द्वारा निदिष्ट

प्राथमिकताओं के अनुसार, लागत-बाँट के घाघार पर व्यस्त समारों का ऊपरी/निचले सड़क पुलों में बदलाव कर दिया जाये।

(ख) राज्य सरकार से निलकी समपार सं० 42 को ऊपरी सड़क पुल में बदलने के लिए एक प्रस्ताव प्राप्त हुआ है।

(ग) उपर्युक्त समपार को ऊपरी सड़क पुल में बदलने के लिए दो बार माग की गयी है।

Coal Movement to Gujarat

1227. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that coal movement to industrial units in Gujarat, particularly Ahmedabad is "extremely poor";

(b) whether it is a fact that as against the monthly sponsored quota of 72 rakes of coal for industrial consumption in the city of Ahmedabad, the railways have allotted only 28 rakes in January, 1980 and only 11 rakes have come in during February, 1980;

(c) whether Government are aware that for want of coal, some industrial units are facing closure while many have a hand-to-mouth stock position;

(d) whether Government are aware that due to scarcity of diesel, coal movement by road is hampered badly to a "very critical" position; and

(e) if so, the measures taken to allot and move maximum number of coal rakes to industrial consumers of Gujarat expeditiously?

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

(a) Total movement of coal to Gujarat improved to 662 wagons per day in February 80 from 624 wagons per day in January 80 although movement to Ahmedabad area was less in February as compared to earlier months.

(b) In January 1980, 30.5 rakes were allotted for Ahmedabad area against a programme of 69 rakes. 17 rakes were allotted in February 1980 against a programme of 71 rakes for giving preference to movement of coal to Power Houses.

(c) Occasional reports are received regarding scarcity of coal from Gujarat as well as from other States.

(d) Similar reports are received from various States including Gujarat.

(e) Action has been taken to step up coal loading for consumers in Gujarat State as well as for other States within the overall increased coal loading now taking place.

National Plan to combat T.B. in Hill and Desert Areas

1228. SHRI SATISH AGARWAL. Will the Minister of HEALTH be pleased to state:

(a) whether Government have considered to evolve a national plan to combat T.B. in hill and desert areas where the incidence of the disease is very high;

(b) whether it is also a fact that the present effort to control and eradicate T.B. is concentrated only in cities; and

(c) if so, what are the present Central Schemes that are operating in these areas with particular reference to Rajasthan and what financial help is being made available to State for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The National T. B. Control Programme includes hilly and desert areas also. There is no evidence to suggest that the incidence of T. B. disease is very high in these areas.

(b) No. The main aim of the National T. B. Control Programme is to extend the control facilities to the rural areas of the country.