

(ख) यदि हां, तो क्या यह प्रस्ताव स्वीकार कर लिया गया है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन):

(क) से (ग) जी नहीं। इन्दारा और दोहरी-घाट के बीच पहले से ही मीटर आमान की एक लाइन मौजूद है। दोहरीघाट और सहजनवा के बीच एक नयी लाइन के लिए 1977 में किये गये प्रारम्भिक इंजीनियरी-एवं-यातायात सर्वेक्षण से यह पता चला कि 67.52 कि. मी. लम्बी इस लाइन पर 13.27 करोड़ रुपये लागत आयेगी और इससे 0.85 प्रतिशत (डी सी एफ) प्रतिफल की प्राप्ति होगी। कम प्रतिफल और धन की कठिनाई को देखते हुए इस प्रस्ताव पर आगे कार्यवाई नहीं की गयी। सहजनवा-गोरखपुर मीटर लाइन सम्पर्क समस्तीपुर-बाराबंकी आमान परिवर्तन परियोजना का एक अंग है और 1980-81 तक इसका आमान परिवर्तन कर दिये जाने की प्रत्याशा है। तारीघाट को गाजीपुर से मिलाने का कोई प्रस्ताव नहीं है क्योंकि इस काम में गंगा नदी पर अधिक लागत वाले पुल का निर्माण भी शामिल है।

#### Mobile Booking Clerks

1292. DR. RAJENDRA KUMARI BAJPAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Mobile Booking Clerks are working in Zonal Railways for the last many years who get their pay/honorarium at the rate of one rupee per hour;

(b) if so, the number of such Mobile Booking Clerks zone-wise and Division-wise;

(c) whether it is a fact that the pay given to Mobile Booking Clerks

at the rate of one rupee per hour is very meagre and they are being deprived of the facilities available to Railway employees;

(d) if so, the reasons therefor;

(e) whether Government propose to provide all those facilities such as Pass. P.T.O., Increment, Medical treatment, etc. to Mobile Booking Clerks as are provided to other employees and increase the rate of their pay; and

(f) if so, by what time and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (c) to (f). The services of volunteers from amongst the student son/daughters and dependents of Railway employees are being utilised on a part time basis to man the booking counters during the peak hours with a view to provide financial assistance to the wards of the Railway employees during their academic career. These volunteers are paid an honorarium at a rate ranging between Re. 1/- to Rs. 2/- per hour. The services of these students are voluntary in character and distinct from the paid workers and regular employees and as such they are not entitled for the facilities admissible to the Railway employees, nor is there any such proposal under consideration.

(b) The number of student and wards of Railway employees deployed as volunteer Mobile Booking Clerks on each Zonal Railway except North-east Frontier, Southern and South

Central Railways where the scheme has not been introduced, is as under:

Railway	Division on which voluntary Mobile Clerks are deployed.	No. of Voluntary Booking Clerks deployed on each Division.	Total No. of Voluntary Mobile Booking Clerks deployed at each Zonal Railway.
Central	Bombay	47	62
	Nagpur	5	
	Jhansi	12	
Eastern	Howrah	96	333
	Sealdah	43	
	Asansol	19	
	Dhanbad	19	
	Danapur	113	
Northern	Mughalasarai	43	104
	Moradabad	51	
	Lucknow	19	
	Delhi	16	
	Allahabad	16	
North Eastern	Bikaner	2	9
	Varanasi	9	
Western	Bombay	153	153

**Delay in Clearance of Nhava Sheva Port Project**

1293. SHRI P. J. KURIEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Planning Commission has taken 17 years to clear Nhava Sheva Port Project near Bombay;

(b) if so, the reasons for such a long delay to clear the project; and

(c) what was the cost of the project when it was submitted and the present estimated cost for the same?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). No. The Nhava Sheva Port Project was mooted in 1971 and was formally referred to Planning Commission in 1973 when the programmes for development of major ports for the Fifth Five Year Plan were being finalised.

(c) In 1971 the Nhava Sheva Port Project was estimated to cost about Rs. 52 crores. It is now estimated to cost about Rs. 175 crores.