

1978 in order to create a cadre of Foreign Language Interpreters; and

(b) the reasons for the delay in the implementation of the decision arrived at?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO):** (a) For some years now, the Government of India has felt an increasing need for the availability of interpreters with proficiency at recognised international standards. The proposal for the creation of the Interpreters' Cadre was sanctioned in 1977 and Recruitment Rules came into effect in June, 1978.

In November, 1978, a Selection Committee, headed by the Chairman, UPSC scrutinised the CRs of the existing interpreters and recommended that they might be absorbed in the new Cadre but in the lower scales of pay.

The Ministry felt, however, that the competence of the existing Interpreters should be assessed through a linguistic proficiency test, both written and oral in order to ensure that high standards are established from the very inception of the Cadre.

(b) The Ministry has proceeded with due care in this matter because of the imperative need to ensure that from its very inception the Cadre consists of Interpreters who have proficiency at the required international standards. This has involved correspondence with foreign experts and co-ordination with other branches of the Government. The UPSC have now been able to obtain the services of the required experts from London. These experts are expected to come to India in October, 1980 to conduct a thorough scening and eventual selection.

#### **Fare and freight structure**

\*692. **SHRI SATISH AGARWAL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are currently engaged in an

exercise to devise a formula whereby the fare and freight structure of the Indian Railways can be varied to raise it or reduce it on the lines of dearness allowance given to Government Employees;

(b) if so, the consideration which have compelled Government to undertake such a study; and

(c) whether the proposal would or would not short circuit the recognised budgetary procedure which the country is accustomed to during all these years?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN)** (a) No, Sir.

(b) and (c) Do not arise.

#### **Industrial Tribunal cum Labour Court at Asansol**

\*693. **SHRI KRISHNA CHANDRA HALDER:** Will the Minister of LABOUR be pleased to state:

(a) whether Government have received any suggestion from the Coal Mines Employees Union requesting the Central Government to establish a Central Government Industrial Tribunal-cum-Labour Court at Asansol; and

(b) if so, the steps so far taken by Government thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH):** (a) Yes, Sir.

(b) The question is under examination. However in order to expedite disposal, it has been decided to refer the cases from Asansol to the Tribunals at Dhanbad who may have their sittings at Asansol.

#### **Overbridges at Ambarnath**

5368. **SHRI R. K. MHALGI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway over-bridges at Ambarnath and Shahad (Distt. Thane-Maharashtra)

have been approved and sanctioned for execution;

(b) if so, when;

(c) what is the estimated cost of each over-bridge;

(d) how much amount has been released, so far, for the construction of the said over-bridge;

(e) what is the phased programme of the completion of the said bridges, the time schedule and the allotment of funds; and

(f) at what stages of progress these projects stand today?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The detailed estimate for the road over-bridge at Ambarnath was sanctioned in April, 1979. As regards Shahad, the original estimate was sanctioned in September, 1972 and the revised estimate in July, 1979.

(c) The Railway's share of the estimated costs of the road over-bridges at Ambarnath and Shahad is Rs. 19.39 and Rs. 43.23 lakhs respectively, the State Government's share being Rs. 17.62 lakhs and Rs. 48.39 lakhs respectively.

(d) Allotment proposed for the road over-bridges at Ambarnath and Shahad for the year 1980-81 is Rs. 9.50 lakhs and Rs. 17.99 lakhs respectively.

(e) and (f) The Railway will start the work on the bridges proper to synchronise it with the work on approaches to be constructed by the State Government. The latter have not started the work on the approaches as they are facing difficulties in the acquisition of land. They are also contemplating to alter the design and general alignment of these bridges. In view of this no programme for completion of these projects has been fixed.

#### Booking Office in Jagadhari Town

5369. SHRI R.L.P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is very high traffic potential and freight earning at the Jagadhari Town Out-Agency on the Northern Railway on account of location of the main railhead at a distance from the town, where the industrial and trading activity is concentrated, and after the closure of the Jagadhari town light railway, the entire freight is handled by the Out-Agency; and

(b) if so, the difficulties which lie in the way of the Railway Administration to open its own Booking Office both for Parcel and Goods traffic in Jagadhari town and handle the traffic directly instead of through the present system of Out-Agency?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Jagadhari Town Out-Agency handles, on an average, 65.5 tonnes of traffic with an earning of about Rs. 1.5 lakhs per month

(b) The opening of a railway Booking Office in Jagadhari Town to deal with Parcel and Goods traffic will not be financially viable.

#### Movement of Commodities to Mizoram

5370 SHRI R. ROTHUAMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons earmarked month-wise for movement of respective quotas of essential commodities to Mizoram, Manipur, Tripura, Meghalaya, Arunachal Pradesh from January to June, 1980;

(b) number of wagons actually moved out month-wise from January to June, 1980 carrying essential commodities earmarked for Mizoram; and

(c) the concrete steps proposed to be taken to improve the supply of such essential commodities to the North Eastern States?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI