

स्थानों पर पहुंचने के लिए अपना निजो प्रबन्ध करने की सलाह दी गई थी, ;

(ग) क्या इस कुव्यवस्था के कारण उस गाड़ी से यात्रा कर रही वाराणसी को अत्याधिक असुविधा का सामना करना पड़ा था; और

(घ) यदि हां, तो गाड़ी को मार्ग में ही अप्रत्याशित रूप से रोक लेने के क्या कारण थे ?

रेल नज्वालत तथा संसदीय कार्य विभाग में उप रांत्री (श्री मल्लिकार्जुन) : (क) से (घ): 219/220 सवारी गाड़ी केवल उदयपुर सिटी तथा मारवाड़ जंक्शन के बीच चलती है। सम्भवतः आशय 219/220 सवारी गाड़ी में उदयपुर तथा जोधपुर के बीच चलने वाले दो न्यू सवारी डिब्बों तथा मेल लेने वाली 209/210 मारवाड़-रेवाड़ी सवारी गाड़ी से है, जिन्हें कोयले की कमी के कारण 24-1-81 से अस्थाई तौर पर रद्द करना पड़ा। चूंकि जोधपुर के रास्ते मारवाड़ तथा रेवाड़ी के बीच चलने वाली 209/210 सवारी गाड़ी को कोयले की उपलब्धता में कमी आने के कारण रद्द करना पड़ा, अतः कोई पूर्व सूचना नहीं दी जा सकी।

Passports issued by R. P. O. Bhopal

6082. SHRI PRATAP BHANU SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many passports have been issued by the Passport Office, Bhopal during 1978, 1979 and 1980;

(b) the number of applications under consideration or pending in Bhopal

office for grant of passports as on 10th March, 1981; and

(c) how many applications are pending since last three months or more?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The number of passports issued by Passport Office, Bhopal during 1978, 1979 and 1980 are as follows:—

1978	—	1,561
1979	—	12,467
1980	—	15,339

(b) and (c). The number of applications under process or consideration as on 10th March, 1981 was 2,908. Out of these those pending for over 3 months was 1,078. These are mostly non-compliance cases wherein further action or details are awaited from the applicant.

Allotment of Wagons

6083. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the items which are given priority for the allotment of wagons; and

(b) the number of applications pending for the allotment of wagons for the last six months with each zone and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The allotment of wagons is governed by the Preferential Traffic Schedule General Order applicable to all Railways, and Special Orders applicable to individual Railways which are issued every six months under the powers vested in the Central Government under Section

27-A of the Indian Railways Act, 1890. The various commodities are classified into five groups of priorities falling under items 'A' to 'E', their inter-group priority being in descending order with item 'A' enjoying the top-most priority. The transport of goods/class of goods to be arranged under each priority is briefly indicated below:—

(i) Priority 'A': All moves of immediate and operational nature ordered by the Quartermaster General's Branch.

(ii) Priority 'B': Programmed movements of foodgrains, fertilisers and levy sugar on Central Government account, programmed movement of iodised salt, pesticides and jute, high rated traffic like tea, tobacco, coffee, cotton, hydrogenated oils (in tins, drums or barrels), etc.

(iii) Priority 'C': Programmed movements on account of Central/State Governments, programmed movements of coal, cement, non-iodised salt, high rated traffic like medicines, brassware, caustic soda, soda ash, mica, mustard/groundnut oils (in tins, drums or barrels), paper, paper board etc.

(iv) Priority 'D': Raw materials to cement, ceramic, fertiliser, match; paper, glass sheet industries, wheat and rice on trade account, etc.

(v) Priority 'E': Commodities not covered in the above noted priorities. In this priority, commodity quotas are given in the Special Orders to the individual Railways.

(b) The number of demands pending for allotment of wagons during the last six months, railway-wise and gauge-wise are given as under:—

Broad Gauge

Railway	October 1980	November 1980	December 1980	January 1981	February 1981	March 1981 (upto 25/3)
Central	41331	44837	44700	46310	49616	43445
Eastern	48813	62100	56006	47678	37619	36972
Northern	12178	13482	14025	13355	12811	10084
Northeast Frontier	4574	4714	5833	4845	3871	3341
Southern	2652	3778	2743	1528	758	599
South Central	18753	19324	21615	20737	21623	21766
South Eastern	25506	35923	40467	43776	44682	44783
Western	12047	15128	17863	14996	15021	14977

Metre Gauge

Central	305	222	77	194	219	315
Northern	15888	15192	16091	16641	16868	13671
North Eastern	14748	16291	22934	27265	21050	16449
Northeast Frontier	15197	16757	18095	19220	18010	18612
Southern	4015	3574	4688	3110	1619	673
South Central	8750	8299	9423	8731	7386	7597
Western	13573	16987	14862	23529	24948	24111

The pending demands are mostly in respect of that traffic which moves under the lowest priority. Since the available empty wagons are being supplied in preference for clearance of committed and programmed traffic like foodgrains, fertiliser, coal, cement, iron ore etc., which enjoy higher priority of movement, the demands for commodities coming under lower priority have to wait.

Construction of Zuari Bridge in Goa

6084. SHRI EDUARDO FALEIRO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a bridge over the River Zuari in Goa is under construction;

(b) when this project was sanctioned, when it was initiated and when, according to original estimates, it was likely to be completed;

(c) what are the reasons for the delay in finalising the construction; and

(d) what is the target date now fixed for completion of this project?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir,

(b) The construction of a bridge across River Zuari in Goa was technically approved originally in September, 1970 as a Centrally Aided Scheme on the then West Coast Road. Later on, when in March, 1972, the West Coast Road was declared as National Highway No. 17, the project was technically approved and financially sanctioned as a National Highway work on 7.8.1972. This work commenced on 12.4.1972 and original target date for the completion of this work was fixed as 11.4.1976.

(c) The completion schedule of the bridge was delayed due to (i) Difficulties in sinking of foundations through bouldery strata, (ii) Additional soil in-

vestigations, requirement of inspection of the base strata of the wells by naval divers and certain peculiar foundational problems which had to be sorted out in consultation with experts, (ii) Washing away of sand islands for two wells during construction, (iv) Non-availability of structural plates for fabrication of caissons for some wells, and (v) Rectification of tilts and shifts of the various well foundations.

(d) June, 1982, barring unforeseen circumstances.

गुजरात के आदिवासियों के लिए विशेष स्वास्थ्य योजनाएं

6085. श्री छोटू भाई गामित : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात के आदिवासियों के लिए कोई विशेष स्वास्थ्य योजना बनाई गई है या बनाने का विचार है;

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ;

(ग) गुजरात में उन आदिवासी क्षेत्रों के नाम क्या हैं, जहाँ छठी पंचवर्षीय योजना में प्राथमिक स्वास्थ्य केन्द्र और अस्पताल स्थापित करने का प्रस्ताव है और तत्सम्बन्धी व्यौरा क्या है ;

(घ) क्या गुजरात सरकार ने इस प्रयोजन के लिए कोई योजना तैयार की है और केन्द्रीय सरकार को अनुमोदन के लिए भेजा है; और

(ङ) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है और उस पर केन्द्रीय सरकार की क्या प्रतिक्रिया है ?