

(c) In view of much higher freight rate of Rs. 501.80 already being charged by other shipping lines for shipment of match splints, the low rate of Rs. 224.20 per metric tonne charged by SCI is not likely to adversely affect the wood-based industries of the Islands.

Allotment of Funds for Rural Health Programme during 1978-80

2341. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total allotment of funds for the Rural Health Programmes for each of the years from 1978 to 1980, State-wise; and

(b) whether the allotment is made taking into consideration of the population strength of the States or any other criteria is observed for that?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A statement indicating the allocation of funds for the various Rural Health Programmes is laid on the Table of the House. [Pleased in Library. See No. LT-2020|81].

(b) The allocation of funds by the Centre is generally made on the population basis. The rural health services infrastructure from the village upto the Block level, is based on population norms. Central assistance is also related to the acceptance of a given programme by the States.

Railway Service Commission in Orissa

2342. SHRI RAMA CHANDRA RATH:
SHRI GIRIDHAR GOMAN-
GO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal for the creation of a branch

of South Eastern Railway Service Commission in Orissa;

(b) if so, whether place has been located there;

(c) the expected time of the implementation of this proposal; and

(d) the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The question of opening more sub offices of Railway Service Commissions is under consideration of the Government.

Ash and Coal handling Labourers

2343. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Ash and Coal Handling labourers in Indian Railways, Division-wise;

(b) the reasons for not bringing these labourers under Payment of Minimum Wages Act;

(c) the action taken by Government to ensure that these labourers are paid the same minimum wages as paid by Railways; and

(d) the policy of Government regarding absorption of these labourers in regular services as they have been doing the regular nature of jobs in Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Information is being collected and will be laid on the Table of the Sabha.

(b) and (c). Employment in coal and/or ash handling in steam locomotives on the Indian Railways is not a Scheduled employment under the Minimum Wages Act, 1948 and as such, the statutory minimum wage

rates notified by the Central Government are inapplicable to such labour. According to the terms of agreement, contractors are required to pay their labour wages at rates which are payable to labour for similar work done in the neighbourhood.

(d) As the Coal and Ash handling operations of Loco sheds do not require employment of whole time regular labour as also the existing steam traction is being progressively reduced, there is no proposal to absorb these labour in regular railway service.

Outturn of Diesel Engines in Patratu Diesel Shed

2344. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) The daily average outturns of diesel Engineers in Diesel Shed, Patratu from 1st December, 1980 to 15th January, 1981;

(b) the actual number of shortage of Class IV workers in Diesel Shed Patratu and the dates from which these shortages occur;

(c) the details of the arrival of new diesel engines in this Shed and the dates of sanction of the workers proportionate to the number of Engines increased;

(d) the particulars of the works affected due to the staff worked as per Schedules of their duty from 4th January, 1981 to 10th January, 1981; and

(e) the allegations against the staff removed straightaway under Rule 14 (2) of Railway Servants' D&A Rules, 1968?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The daily average outturn of locos from Patratu Diesel Shed for the period 1-12-1980 to 15-1-1981 was 8.3.

(b) There have been 112 vacancies in Class IV staff for the last 2-3 years due to obstructive attitude of the shed staff.

(c) 11 new locomotives were based at Patratu Shed during the period April, 80 to December, 80. The additional staff was sanctioned on 6-1-81.

(d) As some staff did not turn up for duty only 7 locomotives were turned out during the period 4.1.81 to 10-1-81 against the normal average of 8.5 locomotives per day.

(e) Two members of the staff were removed on the ground that they wilfully caused serious dislocation in normal working of train services by inciting and instigating the other staff to interrupt normal train services and were insolent and had created a reign of terror among the staff who wanted to work, thus creating a situation where an enquiry under the D&A Rules was not considered possible.

Railway lines in Madhya Pradesh

2345. SHRI KAMAL NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that no development activity can take place without adequate rail line facilities in any State;

(b) if so, the reasons for enormous gap between the total K.M. of rail line existing and the total area of Madhya Pradesh; and

(c) the steps Government propose to take for laying new rail lines in Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Railway development cannot be envisaged on State-wise or Region-wise concept. The needs of the country are assessed and decisions are taken for the