

been circulated among the States. As far as Central Sector Roads are concerned, there is no tribal sub-plan as such. However, the Ministry's Programme of road development in the country under various Central Sector Road Schemes such as National Highways, Strategic Roads, Roads of Inter-State and Economic Importance, Sensitive Border Area Roads includes several road stretches including bridges passing through or lying wholly within tribal areas of the country. The expenditure in the Central Sector roads in the Tribal areas has been Rs 6.10 crores during 1979-80 and a similar expenditure is expected during 1980-81. It is also expected that similar amount will also be spent during 1981-82. Draft Sixth Plan also includes a special grant-in-aid provision of Rs. 650 crores specifically for financing selected road and bridge works in tribal areas not covered under the State Tribal Area Schemes or the Central Sector Road Schemes.

2. In regard to State Governments' Tribal Sub-plans concerning the State Sector, the State Governments incur expenditure on road construction from the outlays of the State Sector and in a few cases they also utilise special Central assistance provided by the Ministry of Home Affairs.

Railway net work in Tribal Areas

7765. SHRI GIRIDHAR GOMAN-GO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the expansion of railway net-work so

far has not taken special note of the tribal areas;

(b) if so, the reasons therefor?

(c) the names of railway lines passing through the tribal areas; State-wise;

(d) the new railway lines taken up for techno-economic survey in tribal areas;

(e) whether it is also a fact that his Ministry agreed in principle to earmark funds about twenty per cent of the total development Annual expenditure of Railways for tribal areas in Fifth Plan and Sixth Plan periods; and

(f) if so, the funds earmarked for the years 1980-81 and 1981-82 for tribal areas railway lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes. This is due to the fact that railway development cannot be envisaged on State-wise/Region-wise concept. The needs of the country are assessed and then decisions are taken for the overall railway development within the limited resources made available by the Planning Commission. Planning of new railway lines is closely linked with the transport requirements of the concerned areas. Adequacy of anticipated traffic rather than the existing railway kilometrage is the guiding principle in deciding on new line projects.

(c) names of railway lines passing through tribal areas State-wise are given below:—

S. No.	Particulars of Railway lines	Length in kms.	Name of the State
1	2	3	4
1	Pathankot-Joginder Nagar	25	Punjab/H.P.
2	Luning-Bataspur	185	Assam

1	2	3	4
3	Lunding-Chaparmukh	50	Assam
4	Dharmanagar-Kalkalighat	30	Assam/Tripura
5	Gomoh-Asansol	40	West Bengal/Bihar
6	Kharagpur-Jharsaguda	320	W.B./Bihar/Orissa
7	Rourkela-Ranchi	165	Bihar/Orissa
8	Rourkela-Barsua	75	Orissa
9	Tatanagar-Badampahar	89	Bihar/Orissa
10	Rajkharswan-Gua-Bolani	122	Bihar/Orissa
11	Rourkela-Birmirtrapur	27	Orissa
12	Padapar-Banspani	29	Bihar/Orissa
13	Rupsa-Bangriposi	10	Orissa
14	Bimlagarh-Kiriburu	41	Orissa/Bihar
15	Nowagaon-Purnapani	10	Orissa
16	Boridand-Birsrampur	99	Madhya Pradesh
17	Anuppur-Katni	130	Madhya Pradesh
18	Bilaspur-Champa	55	Madhya Pradesh
19	Bilaspur-Raipur	55	Madhya Pradesh
20	Bilaspur-Anuppur	50	Madhya Pradesh
21	Nainpur-Scoui	75	Madhya Pradesh
22	Jabalpur-Gondia	90	Madhya Pradesh
23	Nainpur-Mandla	43	Madhya Pradesh
24	Amla-Itarsi	40	Madhya Pradesh
25	Amla-Parasia	25	Madhya Pradesh
26	Khandwa-Bhusawal	40	M.P./Maharashtra
27	Khandwa-Akola	80	M.P./Maharashtra
28	Bhilai-Dalli Rajhara	25	Madhya Pradesh
29	Vijayanagaram-Titlagarh	125	A.P./Orissa
30	Naupada-Gunupur	25	A.P./Orissa
31	Kottavalasa-Kirandul	420	A.P./Orissa/M.P.
32	Kazipet-Balharshah	85	A.P./Maharashtra
33	Mudkhed-Adilabad	45	Maharashtra
34	Mettupalaiyam-Ootacamund.	6	Tamil Nadu
35	Apta-Roha	62	Maharashtra

1	2	3	4
36	Wani-Chanaka (upto Pimpal-koti)	67	Maharashtra
37	Nadiad-Kapadvanj-Modasa	105·14	Gujarat
38	Gauhati-Burnihat	28·21	Assam/Meghalaya
39	Dharmanagar-Kumarghat	33·51	Tripura
40	Balipara-Bhalukpong	33·45	Assam/Arunachal Pradesh
41	Silchar-Jiribam	50·36	Assam/Manipur
42	Amguri-Tuli	17·07	Assam/Nagaland
43	Lalaghat-Bhairabi	48·77	Assam/Mizoram
44	Bhadrachalam-Manuguru	52·00	Andhra Pradesh

(d) Surveys taken up for new railway lines in tribal area and their present status:—

Sl No.	Description	Length in kms.	State	Present status
1		2	3	4
1	Raalam-Banswara with extension to Dungarpur	Alt.-I 79·00 Alt.-II 96·00	M.P./Raj.	Not found remunerative hence not taken up for construction.
2	Mandarhill—Sainthia via Dumka with a branch line to Baidyanathdham, Hazaribagh to Rampurhat and Deogarh to Rampurhat via Dumka.	382·00	Bihar	Earlier survey not found remunerative. However fresh preliminary engineering-cum-traffic survey for Deogarh—Dumka (63 kms.), Ranchi-Giridih via Hazaribagh Town and Hazaribagh Road (223 kms.) and Madhupur Dumka, 59 kms. have been included in the budget for 1981-82. Survey report for 59 kms. long Mandarhill-Baidyanathdham BG rail link received in February, 1981 is under examination.
3	Khalilabad-Balrampur	145·23	U.P.	Not found remunerative and hence not taken up for construction.
4	Kazipet (Hasan-parti Road) —Karimganj-Jagtia—Nizamabad.	204·00	A.P.	Earlier survey not found remunerative. However updating of the earlier survey for a BG line from Nizamabad to Ramagundam (155 kms.) has been included in the budget for 1980-81 and this is in progress.

1	2	3	4	5
5	Korba-Lohardaga-Ranchi	381.00	M.P./Bihar	Earlier survey not found remunerative. However, updating of the earlier survey in connection with Ranchi-Lohardaga conversion from MG to BG (69 kms.) and its extension upto Tori (30 kms.) has been included in the budget for 1981-82.
6	Dhalli Rajhara-Jagdulpur	235.00	M.P.	This line was proposed for inclusion in the 6th Plan. However this project could not be accommodated within the limited allocation of funds for new schemes made by the Planning Commission during Sixth Plan.
7	Dantewara-Sukma-Narsapatnam	177.6	M.P./Orissa/A.P.	Not found remunerative and hence not taken up for construction
8	Barwadi-Karonji	187.00	Bihar/M.P.	Engineering filed work on Visrampur - Ambikapur Ambikapur-Sarnadi, Sarnadi-Barwadi (137 Km) has been completed. Engineering field work on the remaining section and traffic field work are in progress. Target date for completion is June 1981.
9	Sambalpur-Talcher	157.68	Orissa	The survey report on the proposed link has been examined in detail recently and as a result of this examination it has been decided that a review of the traffic prospects is to be done by the railway administration before proceeding further. This review will be completed by 30th June, 1981.

(e) and (f). As has already been indicated, the development of the rail infrastructure is not *ipso facto* contemplated on the basis of a State, area or region. This is done on the basis of the requirements of the economy for transportation facilities. There is, therefore, no system of earmarking a specified amount for allocating to a particular area. Rail capacity is created and allocation of funds made on the basis of the need for generation of new or supplemental capacity to handle the volume of traffic anticipated.

Vacancies in Sheds at Daund

7766. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4445 on 18th December, 1980 regarding memorandum received by Divisional Manager, Central Railway and State;

(a) what progress has since been made to fill up vacancies in the Sheds at Daund; and

(b) if no progress has so far been made, the reasons for the delay and