

into account revised hydraulic data may take some more time.

(d) No, Sir.

(e) The State Government have been requested to expedite submission of detailed estimate but, as already mentioned the State Government may require some more time to prepare a detailed estimate which has now to be prepared taking into account the latest maximum flood discharge noted in September, 1980.

#### **Roads and Bridges in Orissa Under Centrally Sponsored Schemes**

9373. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of roads and bridges in Orissa under Centrally Sponsored Schemes taken up by the State and under progress;

(b) the new roads and bridges included under the Centrally Sponsored Schemes for 1981-82;

(c) the funds provided by his Ministry to the Government of Orissa in Fifth Plan and Annual Plan of Sixth Plan under the Central Road Funds, Central Road Fund (Ordinary) Reserved, Roads of Inter-State and Economic importance;

(d) the roads and bridges taken up in tribal districts of that State under the Centrally Sponsored Schemes of his Ministry in that State; and

(e) the guidelines, if any, issued to that State for the selection of the roads and bridges under this scheme therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):**

(a) to (e) Presumably the Member is referring to Centrally Sponsored Scheme of Centrally aided State Roads of inter-State or Economic Importance. Broadly the following categories of Roads and Bridges are eligible for consideration under this Programme:

(i) Inter-State roads/bridges necessary for ensuring through communications;

(ii) Roads/Bridges required for opening up new areas to which railway facilities cannot be provided in the near future; and

(iii) Roads/Bridges which can contribute materially to rapid economic development, e.g. in hilly areas and places having rich mineral resources for exploitation.

These criteria are already known to States.

The following three works were approved during Fifth Plan in Orissa under this Programme:—

(i) Approaches to Subarnarekha bridge on Balasore-Kharagpur road.

(ii) Bridge over river Vansadhara on Cuttack-Bissam-Gunupur-Parlekhumundi road; and

(iii) Bridge over river Baitarni on Anandpur-Bhadrak Road. All these works fall in tribal areas.

Schemes under this Programme are approved Plan wise and not year wise. Programme for 1980-85 have yet to be finalised.

Funds provided to Orissa Government since Fifth Plan are as under:—

	Rs. in lacs
Centra' Road Fund (Allocations)	158.63
Centra' Road Fund (Ordinary) Reserve	22.00
Inter-State and Economic Roads Programme.	163.82

Guidelines for preparation of State Annual Plans in respect of Roads in tribal areas have been circulated to the States.

#### **New Lines During Sixth Plan**

9374. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the new railway lines proposed for construction in Sixth Plan period by his Ministry;

(b) the techno-economic survey conducted and completed so far, the names therefor; and

(c) the criteria and policy adopted by the Government for construction of new railway lines in Sixth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

(a) In the Sixth Plan period it is proposed to start construction of two new lines, viz between (a) Jammu-Udhampur, 56 kms long, (b) Koraput-Rayagada, 170 kms long, besides other three lines included in the 1980-81 and the 1981-82 budgets, viz. Bonakalu-Joggayapeta line, Kota-Chittorgarh-Neemuch line and the Telapur-Patancheru line. Some other new lines are also under consideration, which will be taken up, if resource position permits.

(b) A statement is laid on the Table of the House. [placed in library. See No. LT-2475/81].

(c) The main aim of construction of railways in India has been to help the encouragement of enterprise, the expansion of production, the discovery of latent resources, economic development, improvement in social communication and modernisation of the country as a whole.

Railway lines are constructed on strategic considerations to serve the defence needs of the country.

Construction of new railway line requires clearance of the Planning Commission who allocate funds for each project in the Railways' Plan.

राष्ट्रिय के समय रेलगाड़ियों में अतिरिक्त

पुलिस सहायता

9375. श्री शिव कुमार सिंह ठाकुर : क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या रेलगाड़ियों में लूट और डकैती की घटनाओं में हुई वृद्धि को देखते हुए केन्द्रीय सरकार ने राज्य सरकारों से

कहा है कि वे विशेष रूप से रात्रि के समय अतिरिक्त पुलिस सहायता प्रदान करें ताकि ऐसी घटनाएं भविष्य में न हों ; और

(ख) यदि हां, तो रेल यात्रियों की सुरक्षा के लिये सरकार ने क्या कदम उठाये हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमन्त्री (श्री मल्लिकार्जुन) : (क) जो हां ।

(ख) राजकीय रेलवे पुलिस, जो राज्य सरकारों के अधीन काम करती है, रेलवे पर अपराधों का पता लगाने तथा उनकी रोकथाम और गाड़ियों में यात्रा करने वाले यात्रियों की संख्या और रक्षा के लिए प्रारम्भिक रूप से जिम्मेदार है । वे इस सम्बन्ध में निम्नलिखित उपाय कर रहे हैं :-

1. सम्बन्धित राज्य सरकारों की राजकीय रेलवे पुलिस के सशस्त्र जवानों द्वारा रात्रि के समय महत्वपूर्ण गाड़ियों का मार्गरेक्षण ।
2. स्टेशनों/प्लेटफार्मों/प्रतीक्षालयों में वोट पेट्रोलिंग की व्यवस्था ।
3. अपराधियों और जाने माने बदमाशों पर तजर रखना ।
4. पर्यवेक्षण अधिकारियों द्वारा रात्रि गाड़ियों की जांच ।
5. भेद्य स्टेशनों पर पुलिस की टुकड़ियों तैनात करना ।
6. राज्य सरकार के केन्द्रीय जांच ब्यूरो के विशेष दस्तों द्वारा रेलों पर किए गये अपराधों के लिए जिम्मेदार अपराधियों को पकड़ने के लिए महत्वपूर्ण मामलों की जांच करना ।

रेलें अपनी तरफ से इस सम्बन्ध में निम्नलिखित उपाय कर रही हैं :-