

(b) The increased tonnage in export through containers is as follows—

(figures in containers)

Port	1980-81 (April to October)	1981-82 (April to October)
Calcutta	1177	4288
Haldia	2106	1148
Madras	2240	3500
Bombay	27490	35368
Cochin	5950	11900

(c) The information is being Collected from the Ports and would be laid on the Table of the House.

(d) and (e). The turn-round time of a vessel is computed as the time taken by it from arrival at a port till she sails away from the port after loading/unloading of cargo exclusive of the time spent on dry docking and repairs. It is determined by a number of variables like the navigational time required for bringing the vessel to the berth, period of preberthing detention, quantity and nature of cargo, facilities available at the port for working the vessel, number of gangs and hooks available for working, productivity at the berth etc. As incidence of these variables could vary from ship to ship at the same port, it is not possible to indicate precisely the difference between the turn-round time of a container vessel and other vessels carrying break-bulk cargo. Nevertheless, the fact remains that the productivity in terms of tonnage handled per day at the berth is significantly more in the case of container vessels as compared to other vessels carrying break-bulk cargo.

रेलवे प्रयोक्ता सलाहकार समितियां

3167. श्री रामावतार शास्त्री :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सम्पूर्ण भारतीय रेलों में क्षेत्रीय तथा मण्डलीय स्तर पर रेलवे प्रयोक्ता सलाहकार समितियों का गठन किया गया है ;

(ख) यदि हां, तो उन समितियों और उनके सदस्यों के बारे में ब्यौरा क्या है ;

(ग) क्या यह भी सच है कि उपर्युक्त समितियों में संसद् सदस्यों को भी मनोनीत किया गया है ;

(घ) यदि हां, तो क्या यह भी सच है कि इन समितियों में विरोधी दलों के संसद् सदस्यों को मनोनीत किए जाने में पक्षपात बरता गया है ; और

(ङ) यदि नहीं, तो इन समितियों में मनोनीत किए गए विरोधी दलों के संसद् सदस्यों के बारे में ब्यौरा क्या है ?

रेल तथा शिक्षा और समाज कल्याण मंत्रालयों तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी, हां ।

(ख) एक विवरण सभा पटल पर रखा है। [ग्रन्थालय में रखा गया। देखिए संख्या एल-टी- 3072/81]

(ग) जी, हां ।

(घ) और (ङ). संसद् के दोनों सदनों से सदस्यों को संसदीय कार्य मंत्री द्वारा क्षेत्रीय रेल उपयोगकर्ता परामर्श समितियों और मण्डलीय रेल उपयोगकर्ता परामर्श समितियों में नामित किया जाता है । उनकी, स्थानीय प्रवृत्तियों की समितियों के लिए नामित करते समय, उन विशिष्ट

इलाकों/क्षेत्रों में रहने वाले अथवा जिनका वहाँ निर्वाचन क्षेत्र हो या स्थाई पता हो, ऐसे सदस्यों को नामित किया जाता है। क्षेत्रों ३०, ५०, ७०, ९० और १००, १२०, १४०, १६० पर नामित विपक्षी सदस्यों की एक सूची सभा पटल पर रखी है। [ग्रन्थालय में रखी गई। देखिए संख्या एल-टी-3072/81]। सामान्य प्रथा यह है कि संसद् सदस्यों को समितियों के लिए नामित करते समय समितियों में सदस्यों की यथासंभव समान और विस्तृत संख्या सुनिश्चित करने पर इस बात पर ध्यान दिये बिना कि सदस्य किस पार्टी से सम्बन्ध रखते हैं, पूरा ध्यान रखा जाये, कि उनको पृष्ठभूमि, अनुभव और कार्यक्षमता कितनी है।

Introduction of new express train from Titlagarh to Talcher via Vizianagaram

3168. SHRI GIRIDHAR GOMAN-GO: Will the Minister of RAILWAYS be pleased to state:

(a) whether his ministry have received memorandum from Government of Orissa and general public of Koraput District, Orissa regarding introduction of a new express train from Titlagarh to Talcher via Vizianagaram (S. E. Rly) and vice versa;

(b) if so, whether the S.E. Railway conducted traffic survey of this line and examined the difficulties faced by the general public of the line which is more important than the economic aspect and submitted the report to his ministry;

(c) the steps taken by his ministry for early introduction of an express train on the said line; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Yes, traffic assessment of the Titlagarh- Vizianagram- Cuttack-Talcher section has been made.

(c) and (d) Introduction of a train is not feasible on account of shortage of coaches and terminal constraints. It is also not justified on consideration of traffic offering, as the existing slip coach running between Raipur and Cuttack which can be availed of by passenger traffic between Titlagarh and Talcher is not fully utilised.

Sora tribal language

3169. SHRI GIRIDHAR GOMAN-GO: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether his Ministry is aware that the survey conducted by National Council on Education Research and Training, New Delhi has omitted some major tribal languages of the country in course of survey;

(b) if not, how the Sora Tribal language spoken by more than two lakhs peoples in Orissa and Andhra Pradesh has been left out of the survey jurisdiction;

(c) whether the National Council on Educational Research and Training Survey team/group came across any tribal languages which are having the separate distinct scripts of their own and used as medium of expression of the feelings, views through the written form; and

(d) if so, the names of the tribal languages therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The