

proposals therefor and give an undertaking to bear about 50 per cent of the cost as per extent rules. No proposal for construction of a road over-bridge in replacement of existing level crossing at Panipat has so far been sponsored by the State Government/Road Authorities.

Deterioration in Labour relations in Railways

4397. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government's attention has been drawn by an M.P. vide a letter dated 14th September, 1981 regarding the deterioration in the labour relations in railways;

(b) if so, details thereof; and

(c) steps taken by him to improve the situation in the Railways and details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Presumably the reference is to a communication dated 14-9-81 received from Shri Samar Mukherjee, MP, with which he forwarded certain resolutions adopted by one of the unrecognised organisations on the Eastern Railway. This was also the subject matter of a Starred Question No. 287 by the same M.P., which was answered in the Lok Sabha on 10-12-81. Government do not consider that there is any deterioration in the labour relations on Railways.

Coaching Terminal Facilities at Asansol

4398. SHRI BASUDEV ACHARYA: SHRI SUSHIL BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to give the details of progress made by Techno-Economic

Survey for coaching terminal facilities at Asansol Station?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Part I of the Techno-Economic Survey Report for Coaching Terminal facilities at Asansol has been finalised by the Railway and it is expected to be received shortly. Part II of the report is expected within about three months.

Development Railway Works in West Bengal

4399. SHRI BASUDEV ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the developmental works of Railways within West Bengal is less than that of other States;

(b) if so, reasons thereof; and

(c) steps taken by Government to spend more money in West Bengal so that developmental works can be carried on satisfactorily?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Railway developmental works such as construction of new lines, conversion of existing lines to wider gauges, doubling of track etc. are planned and executed on an all-India basis, with due regard to the needs and priorities of the various regions; these works are not planned Statewise. Hence the question of discriminating against a State or State does not arise in these matters.

2. A general idea of the development of railways in West Bengal can be had from the following figures denoting the availability of and additions to the railway traffic facilities within the State:—

Details	West Bengal	All India
(i) Route kilometrage as on 31-3-1980	3722	60,933
(ii) Route kilometres added since Independence up to 31-3-1981	733.5	8,270.2
(iii) Route kilometrage as on 31-3-1980 per thousand square kilometres of land area	42.37	18.53
(iv) Route kilometrage as on 31-3-1980 per lakh of population (1971 ceusus)	8.4	11.12

3. At present, the following major developmental schemes are in various stages of progress in the State of West Bengal:

(i) The Metro Railway System in Calcutta.

(ii) A new Broad Gauge line connecting Howrah to Amta and to Champadanga, in place of the old Howrah-Amta narrow gauge line. The total length of the line will be 73.5 kilometres. Work is now in progress on the first phase from Santragachi to Bargachia where the progress so far is 60 per cent.

(iii) A new Broad Gauge line to connect Howrah to Sheakala—17.4 kilometres. Works on this project could not be commenced as higher priority schemes such as Howrah-Amta etc. had to be financed.

(iv) Doubling of track between Dum Dum and Barasat. This is in progress and about 57 per cent of the work has been completed.

4. In addition to the works in progress detailed above, another major new line project to connect Budge-Budge to Namkhana (100.4 Kms) has been sanctioned at an estimated cost of Rs. 20.77 crores through the Supplementary Demands for Grants (Railways), August, 1981. Work in the field will commence soon after the necessary clearance is received from the Planning Commission. The proposed line is of considerable importance to the development of the Sunderbans region.

Amount spent on Integrated Child Development Service Programmes in Madhya Pradesh

4400. DR. VASANT KUMAR PANDIT: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) the total amount spent by Government during the years 1979-80, 1980-81 and 1981-82 on Integrated Child Development Service Programmes in Madhya Pradesh State and the number of children benefited thereby;

(b) of the above expenditure how much amount every year was spent as administrative expenses and how much for actual benefits and help;

(c) whether any schemes for child development and service are in operation under International Agencies like United Nations on Education Scientific and Cultural Organisation etc. and if so, in what areas of Madhya Pradesh; and

(d) whether the Government co-operates and co-relates its schemes for child development with such agencies; if so, in what manner?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS