

(क) क्या यह सच है कि ऐसे बहुत से रेलवे क्रासिंग हैं जहाँ पर रेलवे गेट नहीं हैं;

(ख) क्या सरकार ने रेलवे क्रासिंग को संख्या का पता लगाने के लिए कोई विस्तृत सर्वेक्षण किया है और यदि नहीं, तो उसके क्या कारण हैं; और

(ग) सरकार का विचार इन रेलवे क्रासिंग पर गेट कब तक लगाने का है ?

रेल मंत्रालय एवं संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :

(क) जी हाँ ।

(ख) रेलों सभी चौकीदार वाले और बगैर चौकीदार वाले समपारों का ब्योरे-वार रिकार्ड रखती हैं ।

(ग) भारतीय रेलों पर बिना फाटक वाले 22,000 समपार हैं जिन पर चौकीदार नहीं रखे जाते । चौकीदार रखने की आवश्यकता का पता लगाने के लिए रेल/सड़क यातायात की आवधिक गणना की जाती है और औचित्यपूर्ण पाये जाने पर, कार्यक्रम के आधार पर समपारों पर चौकीदार तैनात कर दिये जाते हैं । चौकीदार तैनात करने का प्रारम्भिक लागत राज्य सरकार द्वारा वहल की जाती है और आवर्ती लागत रेल द्वारा वहन की जाती है । गैर चौकीदार वाले खतरनाक समपारों पर पूर्णतया रेलों द्वारा अपनी लागत पर चौकीदार तैनात किए जाते हैं ।

बिना चौकीदार वाले सभी समपारों पर चौकीदार तैनात करना प्रारम्भिक और साथ ही साथ आवर्ती भारी खर्च के कारण न तो औचित्यपूर्ण है और न ही व्यावहारिक ।

Priority movement of bamboo for paper mills

2954. SHRI AJIT KUMAR SAHA:

SHRI SAIFUDDIN
CHOWDHARY:

SHRI AJIT BAG:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Union Government has been drawn by the West Bengal Government regarding allotment of railway wagons on priority classification for movement of bamboo to paper mills;

(b) if so, the salient points raised by the West Bengal Government;

(c) whether Union Government have taken steps in this regard;

(d) if so, what are those ;and

(e) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). A letter was received from the Government of West Bengal requesting upgradation of priority of bamboos moved for the paper industry from class 'D' to 'C', and a reply has already been sent to the same in last month. Raw materials to industries are normally moved under priority 'D'. Bamboo for paper industry is also moved under priority 'D'. However, as large quantities of forest produce are offered for movement from the N.F. Railway, bamboo for paper mills moving from that Railway has already been given higher priority 'C' to ensure adequate supplies to the paper industry.

Reconstitution of Consultative Committees

2955. SHRI SONTOSH MOHAN DEV:

SHRI OSCAR FERNANDES:

SHRI N. E. HORO:

Will the Minister of RAILWAYS be pleased to state:

(a) the number and details of all consultative committees of the Railways comprising official and non-official members functioning at divisional, zonal and national level which had been dissolved and the amount spent on these committees during the last two years;

(b) whether it is proposed to constitute these committees again;

(c) whether any steps will be taken to make them compact and functional and economical;

(d) whether Government have already finalised guidelines and if so, the details thereof; and

(e) whether it is not possible to cut down the number of consultative committees which have become far too many and often they run contrary to each other's activities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The following Railway Users' Consultative Committees have been dissolved with effect from 16-2-1982.

1. Zonal Railway Users' Consultative Committees.—9

2. Railway Users' Amenities Committees.—9

3. Time Table Committees.—9

4. Divisional Railway Users' Consultative Committees.—55

5. Suburban Railway Users' Consultative Committee on Central, Western, Southern, South Eastern and Eastern Railways.—5

6. National Railway Catering Consultative Council.—1.

In addition to the above consultative committees, the following Committees have also been dissolved.

1. Standing Voluntary Help Committee.

2. Programme Implementation Committee.

3. Passenger Amenities Committee.

4. Railway Hindi Salahakar Samiti.

5. Railway Hindi Pustak Chayan Samiti.

6. Railway Hindi Shabdavali Samiti.

The expenditure incurred on these committees was about Rs. 1.98 lakhs.

(b) and (c). Yes.

(d) The nomination on the Railway Users' Consultative Committees is based on the principle of securing as wide a representation as is practicable of the various identifiable and important groups of railway users viz. Chambers of Commerce, Trade Associations, Industries, Agricultural Associations, Passenger Associations, State Governments, State Legislatures and Members of Parliament. Such other interests as per not covered under these specific provisions are nominated under "Special Interests" representing different shades of public opinion. The Standing Voluntary Help Committee and the Programme Implementation Committee when reconstituted will have members not exceeding 20 in each of them including members from Scheduled Caste and Scheduled Tribes communities and the Minorities. The Railway Hindi Salahakar Samiti is constituted in accordance with the guidelines provided by the Ministry of Home Affairs (Official Language Deptt.)

(e) The number of Consultative Committees which function at the various levels is kept to the bare minimum.