

Undertakings in respect of transport service.

पटना-गया संघर्ष समिति के मजदूरों का धरना

1. श्री रामावतार झास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 13-16 मई को पटना-गया, संघर्ष समिति के मजदूरों ने गया जहानाबाद, तारगेना, पुनपुन और पटना रेलवे स्टेशनों पर धरना दिया था;

(ख) यदि हां, तो उनकी मांगों का ब्यौरा काा है; और

(ग) इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी हां ।

(ख) पटना-गया संघर्ष समिति द्वारा की गई मांगें निम्नलिखित हैं :--

(1) पटना-गया रेल लाइन का दोहरीकरण ।

(2) पटना-मोकामा, पटना-बक्सर तथा पटना-गया खंडों को उपनगरीय क्षेत्र घोषित करना ।

(3) पटना-मसौड़ी की जनता के हित में पुन-पुन सिंचाई परियोजना को पूरा करना ।

(4) पटना-मसौड़ी के बीच पक्की सड़क का निर्माण ।

(ग) पटना-गया रेल लाइन के दोहरीकरण की मांग के संबंध में स्थिति नीचे दी गई है ।

पटना-गया खंड की मौजूदा क्षमता यत्नायात की आवश्यकता की पूर्ति के लिए पर्याप्त समझी जाती है । जहाँ तक पटना-मोकामा, पटना-बक्सर तथा पटना-गया खंडों

को उपनगरीय क्षेत्र घोषित करने की मांग का संबंध है, ऐसा कोई प्रस्ताव विचाराधीन नहीं है ।

मद 3 और 4 का सम्बन्ध रेलों से नहीं है ।

"Voluntary Aspect" of Family Planning Programme

2. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have issued instructions to the officials of his Ministry that the 'Voluntary' aspect of family planning programme is to be highlighted and determined efforts should be made in the field of family planning;

(b) if so, what are the details in this regard;

(c) whether Government have reviewed the various contradictions yet to be sorted out in the field of family planning ; and

(d) if so, what are the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) and (b). The family planning programme in the country has always been 'voluntary'. As this is known to all officials, no special instructions have been found necessary.

(c) and (d) The programme is under constant monitoring and review to spread information, knowledge and motivation and to provide needed services and supplies.

Use of Sick and over-aged Wagons

3. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the sick and over-aged wagons are still being used by the Railways;

(b) whether it is also a fact that the sick and over-aged wagons are increasing day by day;

(c) if so, total number of these types of wagons in the country at present; and

(d) steps to be taken by the Government to replace them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Sick wagons are those wagons undergoing repairs in the Workshops and Transportation depots. Such wagons only after being made fit in all respects are used for train services. Some over-aged wagons are continued in service only if road-worthy and fit in all respects. By using such wagons safety is not compromised in any way.

(b) Sick wagons, or wagons under repairs, increased during the last two years primarily due to shortage of maintenance capacity in workshops, shortage of power supply and non-supply of vital components. However, during 1982, the Broad gauge sick wagon percentage has improved slightly. The number of overaged wagons has come down from about 37,800 as on 31-3-81 to 28,000 on 31.3.82.

(c) Total sick wagons (BG & MG) were about 33,500 during April 1982, and overaged wagons 28000 as on 31-3-82.

(d) For reducing sick wagons maintenance capacity in the workshops and depots is being increased substantially. For instance, against an average out-turn of 7450 wagons periodical overhaul per month during 1981-82, the out-turn for June 1982 was 8320. Similar improvements have been achieved in the depots. This will reduce the number of sick wagons. Number of overaged wagons is already reducing. During the Sixth Plan period it is proposed to use 50,000 wagons out of a total procurement of 78,000 wagons for replacement. Simultaneously

steps are also being taken to condemn over-aged wagons.

Conversion of Bhatinda-Kotkapura-Fazilka Railway Line

4. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state: III

(a) whether the survey for the conversion of Bhatinda-Kotkapura is Fazilka Railway line of Northern Railway from metre gauge to broad gauge has since been completed;

(b) if so, the findings of the survey and the likely date for the execution of the project;

(c) if not, the likely date by which the survey would be completed and the work commenced; and

(d) the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) The survey is expected to be completed by middle of 1983.

(d) The delay is due to very large number of surveys in progress on the Northern Railway and higher priority being given to surveys for defence works and other line capacity works required to generate transport capacity on the railway system.

Ragging in Educational Institutions

5. SHRIMATI JAYANTI PATNAIK:

SHRI D.S.A. SIVAPAKASAM:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Ministry of Education has sent letters to various State Governments and Universities to ban ragging in the educational institutions;