

Conversion of Samastipur-Darbhanga metre gauge into broad gauge

61. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether conversion of Samastipur-Darbhanga metre gauge into broad gauge was inaugurated, tenders called, funds allocated, materials sent to Laheria Sarai etc. during 1981-82 under Samastipur Division of North Eastern Railway;

(b) if so, details thereabout and the present stage of construction;

(c) whether survey of Darbhanga-Jayanagar line for conversion to broad gauge has been completed;

(d) if so, details thereabout; and

(e) if not, reasons therefor?

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

(b) The project was inaugurated by Minister of Railways in April 1981 and later tenders were invited for starting the work. It was expected that with the completion of the Broad Gauge conversion of Barabanki-Samastipur section in 1981, it would be possible to allocate sufficient funds for the Samastipur-Darbhanga conversion project, but this was not so. In view of the acute shortage of resources it has not been possible to allocate sufficient funds during 1982-83 for progressing this work, and as such tenders had to be cancelled by the Railways.

(c) to (e). The survey for the Darbhanga-Jayanagar conversion is in progress, and is expected to be completed shortly. Full details will be known after the survey is completed.

Indo-Bangladesh Maritime Boundary

62. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the question of limitation of maritime boundary between India and Bangladesh was considered at the recent official level meeting held in New Delhi; and

(b) if so, what was the outcome thereof, indicating the differences resolved in this regard and how far the differences still persist between the two countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Secretary level talks were held between India and Bangladesh at New Delhi from January 13 to 15, 1982 on some bilateral issues, including delimitation of the maritime boundary between the two countries. The Bangladesh and Indian delegations reviewed their respective positions on the issue and decided to continue the dialogue with a view to reaching a mutually acceptable solution. Discussions between the two Governments on the subject are expected to continue.

Late Running of Trains

63. SHRIMATI GEETA MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that most of the trains including the most prestigious trains are running inordinately late;

(b) if so, reasons therefor; and

(c) remedial steps taken thereon?

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

(b). Yes, some prestigious trains do run late sometime on account of alarm chain pulling, miscreant activities discussion of hosepipes accidents, rolling stock failures, signal failures/defects and other operating failures.

(c) Punctuality performance of important mail/express trains is watched in the Railway Board's Office on day-to-day basis. General Managers are paying personal attention to matters pertaining to punctual running of trains. Liaison with concerned State Governments is being maintained by various Zonal Railways for arresting the incidence of alarm chain pulling, hose-pipe disconnection and other miscreant activities.

Seasonal Pass holder Travelling and Two/Three Tier Compartments of Mail Trains

64. SHRI SAJJAN KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that seasonal passes are not allowed two or three tiers compartments in Mail trains;

(b) whether it is also fact that only one general compartment is there in Mail trains for daily or casual passengers.

(c) whether there are many daily passengers who travel in these trains daily and facing lot of difficulties due to lack of space in these trains;

(d) the reasons for not allowing seasonal passes in these compartments; and

(e) whether Government are making some arrangements for such daily passengers such a Government's employees who go by these train to their home town?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS IN THE

DEPARTMENT OF PARLIAMEN-
TARY AFFAIRS (SHRI MALLIKAR-
JUN): (a) to (e). Monthly Season
Ticket holders are not permitted to
travel by reserved carriages. They
however, can travel by unreserved
carriages provided on Mail/Express
trains subject to usual distance res-
trictions. Mail Express trains cater
for long distance passengers. Season
Ticket holders are short distance
commuters. Suitable alternate pas-
senger services are already provided
which can be made use of by them.

Strengthening Central Industrial Security Force and Removal of Hutments from Port Areas

65. SHRI A. T. PATIL: Will the
Minister of SHIPPING AND TRANS-
PORT be pleased to state:

(a) whether Government have de-
cided to revamp and strengthen the
Central Industrial Security Force to
prevent pilferage and theft of goods
etc., arrived at the ports, machinery
at the ports and parts thereof and
other properties of the Port Trusts or
of others lying at the Ports; and

(b) action proposed by Govern-
ment to remove hutments in port and
nearby areas which are being used
for crime?

THE MINISTER OF SHIPPING
AND TRANSPORT (SHRI VEEREN-
DRA PATIL): (a) Presently Central
Industrial Security Force is employed
at 8 major ports viz., Calcutta,
Visakhapatnam, Paradip, Madras,
Tuticorin New Mangalore, Cochin and
Mormugao. The present strength of
CISF at the ports of Visakhapatnam,
Mormugao and Cochin is considered
adequate. There are proposals for
increasing the strength of CISF at the
Ports of Madras, Paradip, Tuticorin,
New Mangalore and Calcutta. Beside,
it is planned to induct CISF into
Bombay Port to strengthen its secu-
rity arrangements.