

दिल्ली और आगरा के बीच जमुना नदी में होवर क्राफ्ट बनाने का प्रस्ताव

3037. श्री राम अन्वध : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मन्कार ने जमुना नदी में दिल्ली से आगरा तक होवर क्राफ्ट चलाने के एक प्रस्ताव पर विचार किया था; और

(ख) यदि हां, तो इस बारे में क्या प्रगति हुई है ?

नौबहन और परिवहन मंत्रालय से राज्य मंत्री (श्री सीताराम केशरी) : (क) दिल्ली से आगरा तक यमुना नदी में 'होवर क्राफ्ट' चलाने के बारे में कोई प्रस्ताव इस मंत्रालय से विचाराधीन नहीं है।

(ख) प्रश्न नहीं होता।

Number of railway employees

3038. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) number of various categories (mentioning categories) of railway employees allocated to different railways of the country temporary, permanent and casual separately;

(b) number actually working as on 1 April, 1982; and

(c) vacancies existing as on 1 April 1982 and the steps taken by the Government to fill up those vacancies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-

TARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Average gross load of goods trains

3039. SHRI DAYA RAM SHAKYA: SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage by which the average gross load of goods trains had decreased from the year 1975-76 to the year 1980-81;

(b) the corresponding percentage decrease in coal consumption during the same period;

(c) reasons for the difference in coal consumption; and

(d) average expenditure incurred on coal consumption and average gross load of goods trains during the periods 1975-76 and 1980-81?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKARJUN): (a) The average gross load of Goods trains (including weight of the engine) in respect of BG and MG services run by Diesel and Electric tractions has shown increasing trend over the years, whereas in the case of Steam traction the average loads have decreased because steam engines are now being used on inferior services, many steam sheds have been closed and steam engines stored and condemned. The percentage decrease of

average load of goods trains for these years for steam traction is indicated below:-

Year	Percentage variation of loads over the previous year	
	Broad Gauge	Meter Gauge
1975-76
1976-77	-4.94	-2.64
1977-78	+2.30	+0.45
1978-79	-3.25	+5.54
1979-80	4.48	-0.14
1980-81	-5.23	-1.85

(b) and (c). With the decrease in loads and more use of steam loads on inferior services coal consumption increases and as such the question of decrease in consumption does not arise. Another factor resulting in increased consumption is increased supply of inferior quality of coal. However, the total coal consumption on Indian Railways has decreased from 13.14

million tonnes in 1975-76 to 11.08 million tonnes in 1980-81.

(d) Expenditure on coal during the years 1975-76 and 1980-81 was Rs. 143.05 crores and Rs. 195.95 crores respectively. Average Gross load of Goods Trains for Broad Gauge and Metre Gauge services on steam traction during these years is indicated below:-

Year	Average Gross load including weight of Engine (in tonnes)	
	Broad Gauge	Metre Gauge
1975-76	1235	693
1980-81	1052	691

खाड़ी देशों के जेलों में नजरबन्द भारतीय

3040. श्री दशराम शास्त्री: क्या विदेश मंत्री यह बताने की कृपा करेंगे कि खाड़ी देशों के जेलों में नजरबन्द भारतीयों की वास्तविक संख्या कितनी है और उन्हें किन आरोपों पर कारावास दिया गया है ?

विदेश मंत्रालय में राज्य मंत्री (श्री

ए०ए० रहम) : खाड़ी के देशों की जेलों में नजरबन्द भारतीयों की संख्या और उनके खिलाफ लगाए गए अभियोगों के बारे में संबंधित भारतीय मिशन में निम्नलिखित सूचना मिली है:—

(i) सऊदी अरब : 42 भारतीय राष्ट्रिक । इन पर सऊदी अरब में निषिद्ध औपघियों की नम्करी और घातक यातायात दुर्घटनाओं के आरोप हैं ।