

(b) the number of completed desalination schemes which are functioning and the number out of them are not functioning;

(c) whether 53 crores estimated Mookaiyoor desalination plant scheme has been completed; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) The Government of India had sanctioned a desalination plant of 1 million litre per day capacity for Narippaiyur in Ramnathapuram District at a cost of Rs. 10.75 crore on 75 : 25 funding pattern between centre and state. Against this project an amount of Rs. 5,3750 crore was released in 1995-96 and Rs. 1.6875 crore in 1997-98.

(b) The Government of India has sanctioned a scheme for installation of 21 desalination plants to Tamil Nadu. Out of this, 20 plants were installed and commissioned and remaining one plant is yet to be installed. In addition, 6 desalination plants were installed by the State Government and reported to be functioning.

(c) and (d) No, Sir. However, it has been reported that the State Government decided to enhance the capacity of the desalination plant at Narippaiyur of Ramnathapuram district of Tamil Nadu from 1 million litres per day to 17.1 million litres (appx) per day, the installation works are reported to be progressing well and it is expected to be commissioned by September, 1998.

Development of Road in Tribal Areas

3273. SHRI AJAY KUMAR S. SARNAIK : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether 100 percent grants-in-aid is given to the States directly for development of roads in tribal areas; and

(b) if so, the details thereof, State-wise particularly to the State of Karnataka since the introduction of the scheme ?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) No, Sir. Government of India has no scheme to provide 100% grant-in-aid to the States directly for development of roads in tribal areas.

[Translation]

Condition of Bogies in Chhattisgarh Express

3274. SHRI MOTILAL VORA : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received any letter/memorandum from MPs. in May, 1998 regarding mis-management and poor condition of bogies in Chhattisgarh Express which runs

between Delhi-Bhopal-Nagpur-Rajnandgaon-Durg-Raipur-Bilaspur;

(b) if so, the details thereof;

(c) whether any plan is under consideration to change the filth and squatting pits full of odour from the train; and

(d) if so, the action taken in this regard and the time by which these bogies are likely to be changed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) The complaint was in regard to poor air-conditioning, bad upkeep and lack of cleanliness in Chhattisgarh Express by Shri Motilal Vora, MP, vide letter number nil dated 01.05.1998.

(c) and (d) Yes, Sir. Railways constantly endeavour to provide cleaner and more hygienic travel atmosphere to the passengers. Some of the measures taken to ensure proper upkeep and cleanliness in trains, especially the Chhattisgarh Express are enumerated below :

(i) Thorough cleaning of coaches and treatment of toilets with disinfectants and deodorants during rake maintenance at Bilaspur.

(ii) Use of mobile jet cleaning plants at nominated stations for providing enroute cleaning services.

(iii) Close monitoring of the condition of coaches through officer level inspections and special drives like "Own Your Rake Scheme" etc.

Regarding changing the coaches of this train, it is mentioned that no overaged or overdue periodic overhaul coaches are running on this train and all coaches used are well within their useful economic life.

Survey for Dohrighat-Balrampur Railway line

3275. SHRI INDRAJEET MISHRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether survey for the construction of rail line between Dohrighat and Balrampur was conducted but the follow-up action still awaits thereon ;

(b) if so, the reasons for non-inclusion of above work in the current Railway Budget; and

(c) the time by which the construction work is likely to be started and completed ?