

SHRI M.S. GURUPADASWAMY: About which survey do you want to know?

SHRI AJIT PANJA: The survey to find out oil. For this, contracts have already been given to a few agencies. There was a survey carried out for the last 40 years and they used to do it at night. I want to know from the hon. Minister as to which are the agencies which carried out the survey and what are the results of the survey.

SHRI M.S. GURUPADASWAMY: Sir, I want a separate notice for that. Anyhow, I may share the information with the hon. member that we are doing the exploration work in West Bengal for nearly 40 years. Till now, we have invested more than 400 crores of rupees. We have not got a drop of oil, nor a bit of gas from West Bengal. But we are pursuing that. We have not left that. (*Inter-ruptions*)

DR. A.K. PATEL: Sir, the previous Chairman Col. Wahi purchased 150 rigs for drilling purposes. What is the sense in giving these to private agencies for drilling purposes? Crores of rupees have been spent for purchasing the rigs. May I know from the hon. Minister as to why the Government rigs are not used and why the private rigs are being used for drilling purposes?

SHRI M.S. GURUPADASWAMY: Sir, this has got nothing to do with the main question. But let me clarify that we have got our own rigs and we are using them wherever it is technically feasible. This question related to using of rigs for a specialised drilling purpose. So, it is a different question.

Introduction of Shatabdi Express Between Madras and Bangalore

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*578. SHRI V. KRISHNA RAO:
SHRI C.P. MUDALA GIRI-
YAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to introduce Shatabdi Express between Madras and Bangalore; and

(b) if so, when this train is likely to be introduced?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) There is no such proposal at present.

(b) Does not arise.

SHRI V. KRISHNA RAO: Sir, in South India, Bangalore and Madras are the State Capitals. The existing train facility between these two Capitals is not adequate. It is most inconvenient for the passengers to travel from Bangalore to Madras and from Madras to Bangalore. Such being the case, will the hon. Minister for Railways be pleased to say whether—in the interest of both the States and for the convenience of the passengers—he will consider the introduction of a new Shatabdi Express between Bangalore and Madras?

SHRI GEORGE FERNANDES: Sir, I do not share the view of the hon. Member that the existing trains are not able to cope up with the traffic between Bangalore and Madras. Insofar as the hon. Member's suggestion to introduce a Shatabdi Express train is concerned, I do not think that it will be possible in the near future to go in for such a train.

SHRI C.P. MUDALA GIRIYAPPA: If the hon. Minister is reluctant to introduce the Shatabdi Express for reasons known to him, I would like to know from the hon. Minister whether he will at least extend, the double line facility which is already existing upto Jolarpet, to Bangalore? Will that be taken up early?

SHRI GEORGE FERNANDES: I will examine that.

[*Translation*]

SHRI RAGHAVJI: Sir, I would like to

know the policy of the Government with regard to the existing train called Shatabdi Express and whether second class bogies will be attached in Shatabdi Express running between Bhopal and Delhi?

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, these three trains named Shatabdi Express, will run as usual and there is no plan of discontinuing them and Government has also no plan of introducing any new train at present?

[English]

SHRI NIRMAL KANTI CHATTERJEE: Sir, is it correct that for fast trains, like Shatabdi Expresses and Rajdhani Expresses, we have to import the locomotives? Secondly, are Shatabdi Express faster than the Rajdhani Express?

Thirdly, Rajdhani Expresses from Howrah to Bombay run for six days in a week and from Delhi to Bombay and from Delhi to Calcutta, they run for five days in a week. Is there any proposal to run Rajdhani Express both to Bombay and Calcutta for seven days in a week or at least for Howrah for six days in a week to bring it in parity with Bombay?

SHRI GEORGE FERNANDES: There is not any such proposal at the moment. But the suggestion of the hon. Member can be examined.

In so far as the import of the locomotives is concerned, the hon. Member has a point when he says that locomotives are being imported. But they are not imported only for this kind of trains. I think, we are importing the locomotives for running of the other trains also.

SHRI P. CHIDAMBARAM: There used to be four or five flights between Madras and Bangalore every day. In the foreseeable future, as long as the ball is in Mr. Arif Mohammad Khan's court, it is not likely that he will re-introduce any flights between Madras and Bangalore.

Will the Railway Minister, with his usually commercial judgment, take advantage of the situation when flights have been grounded between Madras and Bangalore, and reconsider his decision not to have any proposal now between Madras and Bangalore?

Will he also tell us; what is the waiting list between Madras and Bangalore? For how many days has one to wait for travel between Madras and Bangalore by train?

SHRI GEORGE FERNANDES: For the second part of the hon. member's question, I require notice.

In so far as the first part of the question is concerned the grounding of the A-320s does not create more rolling—stock in so far as the Railways are concerned. I guess I do not really have an answer to the hon. Member's question.

SHRI MANIK SANYAL: Sir, in the name of the Railway Minister, it has been announced by All India Radio that first passenger train from Haldibari station would be introduced up to Howrah via New Jalpaiguri in the month of May. I would like to know whether this announcement is correct or not.

MR. SPEAKER: No, no. Mr. Manik Sanyal, it does not relate to the question.

(Interruptions)

MR. SPEAKER: If the Minister is willing, he can answer it. Mr. Fernandes, do you have an answer?

SHRIGEORGE FERNANDES: Sir, may we go to the next question?

[Translation]

PROF. MAHADEO SHIWANKAR: Mr. Speaker, Sir will Shatabdi Express running between Delhi and Bhopal be started from Nagpur so that people going from Nagpur to Bombay may get more facilities?

SHRIGEORGE FERNANDES: Neither there is such a proposal nor it can be done because it is a fast train.

PROF. MAHADEO SHIWANKAR: Why can't it be done?

SHRI GEORGE FERNANDES: There are certain specific requirements of fast moving trains which include railway track, engine, bogies and air-conditioned coaches etc. Therefore, I want to say that question of increasing its speed or extending it further does not arise.

[English]

Action plan for basic passenger amenities

*579. **SHRI D. AMAT:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has directed Zonal Railways to take up the work under action plan for augmenting provision of basic amenities at all stations;

(b) if so, the details of the action plan; and

(c) the total provision for the plan and achievements made so far in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The deficiencies in basic amenities, as on 1.4.1988, at all the Railway Stations, were identified and Zonal Railways instructed to eliminate them in a time bound manner.

(b) and (c). The deficiencies in respect of basic amenities are planned to be eliminated by the end of 1990-91 at an estimated cost of Rs. 55 crore. Till date the progress achieved, in this regard, has been satisfactory and commensurate with the overall target.

SHRI D. AMAT: Sir, the Minister has stated that the deficiencies in respect of basic amenities will be eliminated by the end

of 1990-91 at an estimated cost of Rs. 55 crore. So, I would like to know whether the amount of Rs. 55 crore pertains to one particular zone or to all the zones in the country.

SHRI GEORGE FERNANDES: Sir, it pertains to the entire country.

SHRI D. AMAT: The South-Eastern Railway has the highest density of traffic and income also. In 1988, Rs. 100 crores was provided for South-Eastern Railway for development. But the then Railway Minister, Mr. Scindia diverted it to the Western Railway just to provide second class passengers' waiting rooms and TV facilities. I would like to know from the hon. Minister of Railways as to whether this time also the amount will be diverted to any particular zone or not.

SHRI GEORGE FERNANDES: I think the hon. Member is not very well informed so far as the outlay for basic amenities is concerned. In the Sixth Five Year Plan, under all Plan heads, the passenger amenities received Rs. 30.82 crores which averaged Rs. 6.16 crores per year. In the Seventh Five Year Plan, which is the period mentioned by the hon. Member, the total outlay during the five years was Rs. 130.46 crores which works out to Rs. 26.09 crores per year. Therefore, I do not believe that the hon. Member is very well informed so far as money set apart for the basic amenities and other facilities and the way it had been utilised are concerned.

SHRIMATI GEETA MUKHERJEE: May I know from the hon. Minister as to whether or not the protection of the reserved compartments, particularly second-class three-tier compartments, do fall within the basic amenities? Will it be covered under basic amenities or, as is happening now, anybody and everybody can get into the reserved compartments? My second question is that Platform No. 9 of Howrah Station has two urinals only for men. May I know as to whether or not one of those urinals can be reserved for women?

SHRI GEORGE FERNANDES: We are