

SHRIMATI SUSHILA ROHTAGI : For Calcutta city, we need a separate notice.

KUMARI MAMATA BANERJEE : I think, already proposals have come.

SHRI K.S. RAO : Is the Government thinking of bringing a legislation to make both private as well as the public sectors to run vocational training in their own industries ?

SHRI P.V. NARASIMHA RAO : Sir, this is not so much a question of legislation. It is a question of convenience. We do feel that if the industries run their own forces, it will be convenient to them. But beyond a point, there will have to be a Central policy, a nation-wide policy in regard to vocationalization, and also in regard to, upto what point we should set apart the possibility of the industries running their own vocations. The experience in the past has been of a mixed nature. So, I would not be able to say anything definite at the moment. The whole policy is going to consider this, and come out with something which is practical.

#### Cochin-Madurai Railway Line

\*376. SHRI GEORGE JOSEPH MUNDACKAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to construct Cochin-Madurai Railway Line during the Seventh Five Year Plan ; and

(b) whether the survey of Cochin-Madurai railway line is over and if so, when it will be constructed and what would be the cost, length and route of this line ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Survey for this line (218 Kms.) between Cochin and Madurai, via Tripunithura, Unnukal-Kuttirapancham-Bodinayakkanur has recently been completed. Its anticipated cost is likely to be Rs. 250 crores. Due to severe constraint of resources and heavy commitments on hand, it is not

proposed to take up construction of this line, during the Seventh Five Year Plan.

SHRI GEORGE JOSEPH MUNDACKAL : In respect of the development of Railways in Kerala, we are always getting a step-motherly treatment. Actually, according to population, we have to get a share of 2400 Kms. of railway line in Kerala. But unfortunately, we have got only 810 Kms. of railways. That means we have got only one-third of the All-India average. We are in the extreme South, and nobody is caring about the development of Kerala, particularly in respect of this railway line.

We are getting more than Rs. 250 crores of foreign exchange by the selling of cardomom, tea, coffee, pepper and all these things. And only one year's foreign exchange is enough for the development of this project. Actually, hilly tribes and Adivasis are living in this area.

Another thing is that in South India, *i.e.* from South Tamil Nadu if goods have to go to America, they have to go to east coast, and then go round Ceylon. So, they have to cover more than 1,000 or 2,000 Kms. thus wasting our energy, the ship goes to Suez Canal. But unfortunately the Railway department is not taking up this line. When British people were there, they had conducted a survey. Two years back, some 34 MPs put in a joint appeal, and then the survey was completed. Still they are saying : there are no funds. It means that they are completely neglecting the interests of Kerala. Industries also are not developing. So, my question is : why is the development of Kerala is neglected, and especially, why this very important railway line is not taken up in this Plan.

I will later ask a second supplementary. My first question is : why this important line is neglected ?

MR. SPEAKER : You have taken the time of two questions already.

SHRI GEORGE JOSEPH MUNDACKAL : There is step-motherly treatment given to Kerala.

**SHRI MADHAVRAO SCINDIA :** While dealing with railway matters, I think (*Interruptions*) an essential matter regarding railway network should be properly understood. It is a highly operational department. Therefore, the perspective is truly national and not State-wise or region-wise. I think this is what has to be kept at the back of one's mind.

As far as this particular line is concerned, I would like to inform the House that according to the survey, this line is financially unremunerative. It has a return of only 1%.

As far as Kerala is concerned, even if we do want to take the State into consideration from the railway point of view, *i.e.* if we want to apply our mind State-wise, even then the allocation for new lines has been increased this year. It was Rs. 2 crores last year ; it has been increased to Rs. 4 crores this year.

**SHRI GEORGE JOSEPH MUNDACKAL :** I am very sorry to hear that it is not a profitable line. The foreign exchange earning from this line for one year is more than its construction costs.

Another point is that they have mentioned some places. I also belong to that place. They have mentioned Tirupunithura, Unnukal, Kuttirapancham. It is not Kuttipuram. Some other name is given.

Actually I belong to that place, railways have invented these places ; I do not know about these places and their spellings. It is stated that the line is not profitable, I am protesting against it. What is the basis of profit and loss, traffic potential or goods potential I do not know what it is ? If you make an enquiry you will find that it is a profitable railway line. So, my request is to take up this railway line which is very remunerative. When are you going to take up this railway line ?

**MR. SPEAKER :** If hon. member's protest can make it profitable, please consider it.

**SHRI MADHAVRAO SCINDIA :** Yes.

**PROF. P.J. KURIEN :** This line is in my constituency.

**SHRI MADHAVRAO SCINDIA :** May be he can tell us where this place is ?

**PROF. P.J. KURIEN :** The Minister in his written reply has said that the resource constraint is the main hindrance for going ahead with this line, but in the oral reply, he has also said that that line is not remunerative. But, I am sure, the hon. Minister will agree with me whether it is remunerative or not—that it is not the only criterion for setting up a railway line—social obligations are there, of course—railways are for public purposes—irrespective of their remunerativeness or profitability. In the light of that, is there any effort on the part of the railway to find out additional fund in the Seventh Plan from the Planning Commission or from some other sources ? These are being proposed in the backward areas, totally backward areas. If so, will he give consideration for this line for including it in the proposed Seventh Five Year Plan, in case he gets additional fund ?

**MR. SPEAKER :** He won't get you anywhere now. There is no money.

**SHRI MADHAVRAO SCINDIA :** You have answered the question.

**MR. SPEAKER :** The same question will come.

**PROF. P.J. KURIEN :** Is there any effort on the part of the railway to get additional resources from the Planning Commission. The Minister had admitted in this House that they would take up a fresh appraisal with the Planning Commission. My question should be answered.

**MR. SPEAKER :** The answer he has given—no money.

**PROF. P.J. KURIEN :** What I asked is : will he take it up with the Planning Commission for additional resources ? The Cabinet Minister said in this House that he will try for that.

**MR. SPEAKER :** Even if it is unremunerative, he will take it up.

SHRI MADHAVRAO SCINDIA : I have mentioned the figures of financial return only because the hon. member mentioned that it was a profitable line. As far as asking for more resources from the Planning Commission is concerned, it is always a continuous process and I would seek the assistance of the hon. member and support in this matter.

SHRI V. KISHORE CHANDRA S. DEO : The Minister while replying to the question had said that remuneration or return on this line will be just one per cent. What is the basis on which they decide what remuneration is going to be vis-a-vis a railway line ? Is this periodically done ? This basis or something which was fixed two decades ago or three decades ago, or some say that it was fixed when the Britishers were ruling, what exactly is the *modus operandi* of determination of this factor vis-a-vis any railway line ?

SHRI MADHAVRAO SCINDIA : It is a combination of factors ; the potential freight railway traffic that can be moved ; it is a potential passenger traffic that can be moved ; the potential of industries that would come up depending on the raw-material in that particular area. It is a combination of all these. There is no hard and fast yardstick.

[Translation]

#### Expenditure on eradication of leprosy

\*377. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the break-up of the amount spent

in various States for eradication of leprosy during 1985-86 ;

(b) the amount proposed to be spent for eradication of leprosy during 1986-87 ; and

(c) whether Government propose to raise the per patient amount of grant being given to the leper-houses run by voluntary institutions ?

[English]

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). A statement giving the break up of the amount spent by various States during 1985-86 and the amount tentatively allocated to them during 1986-87 under National Leprosy Eradication Programme is given below.

(c) The Government of India does not provide directly any grant per patient to leprosy houses run by voluntary organisations. However, State Governments provide financial support to voluntary organisations for running leprosy houses/hospitals/vocational centres for rehabilitation of leprosy patients. The Central Government reimburses to the State Governments expenditure on leprosy beds maintained by voluntary organisations at the rate not exceeding Rs. 60/- per bed per month.