

SHRI H.A. DORA : What is the national language, according to Mr. Speaker ?

MR. SPEAKER : English and Hindi are the official languages.

AN HON MEMBER : All the languages including Hindi are national languages.

MR. SPEAKER : That is why I said that whatever the Constitution says is correct.

SHRI N.V.N. SOMU : To say Hindi is a national language is a misconception.

MR. SPEAKER : Whatever the Constitution says, that is accepted. That is all.

SHRI S. JAIPAL REDDY : We want Nepali also to be a national language. All the languages are national languages.

SHRI MADHAVRAO SCINDIA : As I said earlier, these time-tables are printed on the basis of the demand and as far as the regional languages are concerned, as it happens, hon. Member will be happy to know—again this is based on demand—that whereas in other regional languages, demand is between 300 and 4,000, as far as Tamil is concerned, we are printing 9,000 time-tables which is double than that of any other regional language ; again, this is purely on the basis of demand. *[Interruptions]*.

SHRI P. KOLANDAIVELU : But you are printing only 9,000 time-tables in Tamil.

MR. SPEAKER : We will hand them over all to you. Right ? You charge it to him. He will sell them.

SHRI MADHAVRAO SCINDIA : I do feel that it would be a very sad reflection on the status of a language if it is going to depend on the number of railway time-tables that are being printed.

PROF. MADHU DANDAVATE : Whatever it may be, the time-table should be observed.

MR. SPEAKER : The trains should be punctual.

Construction of Overbridge near Railway Station, Alwar

*108. SHRI RAM SINGH YADAV :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Department of Railways has agreed to construct a railway over-bridge near Railway station, Alwar and has conveyed its approval to the Government of Rajasthan ;

(b) whether the Director of the National Capital Region Project, Alwar has requested that work of construction of over-bridge should be expedited and the Urban Improvement Trust, Alwar would contribute its share in financing the project ; and

(c) the time by which actual construction work of over-bridge would be taken up and the reasons for delay in this work ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The Western Railway and the State Government are jointly examining the proposal for construction of a road over bridge in replacement of existing level crossing near Alwar Station.

(b) Yes, Sir.

(c) After finalization of the proposal, the work will be considered for inclusion in the Works Programme subject to priority accorded by the State Government and availability of funds.

[Translation]

SHRI RAM SINGH YADAV : Mr. Speaker, Sir, Alwar city is covered by the development scheme of the National Capital Region. The level crossing on which the over-bridge is sought to be constructed is on the Jaipur-Delhi highway. Alwar city is located to the west of the railway crossing whereas the industrial area is located to its east and as such the road traffic from both sides remains obstructed for three to four hours a day due to running of trains. Sometimes the traffic remains blocked for as long as fifteen minutes to half an hour. The factual position is contrary to what the hon.

Minister has stated in his reply. The State Government and the Western Railway Authorities have fully examined the utility of the overbridge and have found the project to be feasible. The State Government has agreed in writing to provide its share in financing the project. In view of these facts, will the hon. Minister include this project in the works programme on priority basis and give assurance to this effect in the House ?

SHRI MADHAVRAO SCINDIA : Sir, so far as the question of its justification is concerned, the traffic density there is more than 70 thousand train vehicle units and, therefore, I fully agree with the hon. Member that there is full justification for the construction of an overbridge there. The delay in the execution of the project is attributed to the fact that the State Government wants that the proposed over-bridge should be constructed about 583 metres away from the level crossing. According to our policy, the overbridge is constructed at the same place where the level crossing is located. If we do not construct the overbridge at the same place, it becomes difficult to close down the level crossing. Therefore, we have sent a suggestion to the State Government that we are prepared to construct the overbridge at the point where it wants, provided a foot overbridge is constructed for the pedestrians at the point where the level crossing is located at present, so that the level crossing could be closed down. This suggestion is under consideration with the State Government.

SHRI RAM SINGH YADAV : Is it a fact that the State Government have entrusted the work of soil testing of that place to the Rajasthan Bridge Construction Corporation and their report has also been received ? The spot where this overbridge is proposed to be constructed has also been inspected by the State as well as the railway officials and they have found the place suitable from all angles. The overbridge cannot be constructed at the present site of the level crossing because the situation on both the sides of the crossing has now considerably changed. The area on either side of the level crossing is populated and now it is possible neither for the State Government nor the Railways Minister to dislodge anybody from there or to pay such a huge compensation. Under these circumstances, the suggestion

given by the State Government and the local Improvement Trust is appropriate. The officers of the Railways have already inspected the site. I would like to know from the hon. Minister whether he would accept the suggestion of the State Government and the Improvement Trust without any further delay and start the work on this overbridge.

SHRI MADHAVRAO SCINDIA : So far as the soil testing and survey work is concerned, it is still going on and has not been deferred because we have not so far received the approval of the State Government. As such the work has not been stopped on this account. We have accepted the suggestion the State Government had earlier given and we are prepared to construct the overbridge provided a foot overbridge is constructed at the site where the level crossing is presently located so that the level crossing could be closed down. In case we get the State Government's approval and if our suggestion is accepted, there will not be any further delay in this regard. But as long as the State Government does not give us permission, we are unable to proceed further.

SHRI GIRDHARI LAL VYAS : Mr. Speaker, Sir, there are a number of level crossings on Delhi-Ahmedabad National Highway No. 8. In this connection, we have written to the Railway Minister a number of times and have also raised the matter in the Consultative Committee that they should visit Rajasthan for on the spot study. The only overbridge the Railways have constructed is at Jaipur and there is no overbridge in the rest of the State. Compared to this, if we look at Madhya Pradesh, we shall find that there are at least 10 to 12 overbridges there. The hon. Minister belongs to our neighbouring State and I would like to know from him why does he not show the same amount of sympathy with our State as he shows to his own State and approve the construction of overbridges in Rajasthan as well ? A number of proposals have been sent to him by our State Government.

SHRI MADHAVRAO SCINDIA : I need a separate notice to reply to this question. However, apart from the overbridge in Jaipur, another overbridge in Bikaner has also been sanctioned. So far as

I know, I do not have the figures, geographically, Madhya Pradesh is the largest State in the country.

SHRI VIRDHI CHANDER JAIN : Mr. Speaker, Sir with regard to the Alwar overbridge, both the hon. Minister as well as the State Government have agreed to construct the overbridge. The officers of the State Government as well as the Railways are prepared to meet to remove the bottlenecks. Why then the officers from the two sides are not summoned to take a decision at the earliest so that the matter is solved? I would like to know from the hon. Minister what steps he has taken in this direction?

SHRI MADHAVRAO SCINDIA : We have submitted our suggestion to Rajasthan Government after taking an early decision. I would request the hon. Member that he should also impress upon the State Government to take an early decision.

[English]

News Item Captioned 'Ganga land erosion unchecked'

*109. **SHRI ANAND SINGH :** Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government's attention has been drawn to the "Ganga land erosion unchecked", published in the Hindustan Times of June 26, 1986 ;

(b) if so, whether Bangladesh has gained by about 35,000 hectares of land which has been eroded by Ganga from Indian side, owing to virtually unchecked erosion from Indian side in Murshidabad district ; and

(c) the steps so far taken to check this erosion ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) The information whether Bangladesh has gained any land is not available.

(c) Anti-erosion measures like construction of revetments are being taken in phases in the critical reaches.

SHRI ANAND SINGH : It is reported in the press that the Ganga is changing its course towards the right. Not only some land is lost, but a lot of orchards and farms and entire villages are being eroded ; a large part of one town called Dhulia in Murshidabad District is also being eroded. I would like to know from the Minister whether there is no information on what is happening on the left side of the river, whether he knows that these things are happening on the right side of the river in our own territory. If the river is changing its course towards the right, what is happening to the land that it is leaving to the left side of the river? If it is not going to Bangladesh, then where does it go ?

SHRI B. SHANKARANAND : When I have said that it is a fact that land is being eroded on the Indian side on the right bank of the river, it is true. But it does not necessarily mean that the land eroded on the right side does go to the left side. (*Interruptions*) River erosion, I do not think, changes the entire boundary line.

MR. SPEAKER : River would not change.

(*Interruptions*)

MR. SPEAKER : River can change the boundary line.

SHRI B. SHANKARANAND : The boundary line is a fixed one. It is not dependent on any erosion or otherwise. (*Interruptions*) I may submit to the House that the question is with reference to erosion; I believe that the question is with reference to the erosion of the right bank of the Ganga. The hon. Member's contention is that the very fact that erosion is taking place on the right side of the Ganga means the land is being eroded on the left side. It is not correct.

SHRI ANAND SINGH : The river is changing its course towards the right. If the river changes its course towards the right, then what happens to the land that it leaves on the left? How can a river change its course without leaving land on one side ?

MR. SPEAKER : Is this your second question?