

**THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):**

(a) Yes, Sir.

(b) Yes, Sir.

(c) Difficulties are being experienced by the State Governments in meeting their share of 50 per cent of the expenditure on the Scheme.

(d) The Government of Punjab has discontinued the Scheme. The State of Rajasthan has not agreed to extend the Scheme further; this expansion was envisaged to commence from 2-10-1979. Bihar & Haryana have not intimated their formal decision regarding the further expansion of the Scheme, which was to commence from 2-10-1979.

(e) Efforts have been made to impress upon the States to secure allocations for meeting their share of 50 per cent of the expenditure on the Scheme and to agree to implement it according to the envisaged plan of phased extension.

**SHRI ARJUN SETHI:** While answering parts (c) and (d) of my question, the hon. Minister has stated that some of the States have expressed their unwillingness to share the burden. So, in this context, may I ask the hon. Minister whether before launching this scheme, the Central Government has not taken their willingness or consent for the same? If so, why are these State Governments now reluctant to share their burden?

**SHRI B. SHANKARANAND:** It is not a question of willingness. All the States started in 1977 when this scheme was introduced. When the Central Government said that the scheme will go on on the basis of 50 per cent: 50 per cent, these States have refused to accept the same.

**SHRI ARJUN SETHI:** Do I mean that initially the decision was not taken whether this cost will be borne

by the Central Government or the State Government?

In this context, may I know since according to the study of the Institute of Medical Health and Social Welfare, at least 80 per cent of the people are in favour of the scheme because the facilities are available at their doorsteps, whether the Minister would take all possible initiative so that the scheme is not discontinued?

**SHRI B. SHANKARANAND:** Sir, the willingness of the people is something different from the willingness of the Government to continue the scheme. We are persuading the State Governments to accept the scheme.

#### **Introduction of new Trains**

\*371. **SHRI B. R. NAHATA:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the number of Passenger Trains introduced on each Railway Zone during the last three years,

(b) the number of trains introduced on Ajmer-Khandwa section of the Metre Gauge of the Western Railway during the last three years; and

(c) the number of trains that have either been cancelled or amalgamated in this Section of the Western Railway?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) 225 non-suburban passenger trains were introduced during the last three years on the Indian Railways.

(b) One pair of trains viz. 69/70 Ajmer-Kacheguda, biweekly Express was introduced from 1-10-77.

(c) Nil during this period.

**SHRI B. R. NAHATA:** Sir, before I put my supplementary, I want to know whether it is an answer given to the question or the question has been avoided. Kindly look to part (a) of the Question namely, the

number of passenger trains introduced on each Railway Zone during the last three years.

They have only given the total number in order to avoid the first part of the question. There is a discrepancy, disparity, between different sections of the railways in introducing the new trains. That is why I say a proper answer to the question has not been given. In the absence of that, whatever be your necessary direction, that may be given to the Minister so as to give me a full information to the questions put by the hon. Member.

MR. SPEAKER: You want the trains introduced zonewise.

SHRI B. R. NAHATA: Yes, Sir.

SHRI MALLIKARJUN: Mr. Speaker, Sir, it is a very important question. The hon. Member must also know for example that K. K. Express starts from Bangalore and it passes through various zones. This is an overall system in the Indian railways (*Interruptions*). There are local, shuttle, trains which start from one area and which will go for 50 k.m. There are non-suburban trains also which cover a distance of thousands of kilometers. These 225 trains-non-suburban trains include passenger trains, fast passenger, express and various other trains.

SHRI B. R. NAHATA: Sir, my question was: In what sections new trains have been introduced. If they do not have any information about that, then what is the use. we know what are the trains running on the Western Railway; we know what are the trains running on the Central Railway and we know the trains running in the north-eastern railways. These are known to us.

My submission is that because a particular train starts from a particular station therefore it would not be possible for the hon. Minister to give us that information is not a satisfactory answer.

MR. SPEAKER: He is talking about the servicing of each zone.

SHRI B. R. NAHATA: It is not only the servicing but the services will also have to be rendered to all parts of the country. Anyway, I request through you that he should give me the information so that I can raise the issue later. Now I raise supplementary.

- (a) What are the principles on the basis of which new trains are started on different routes and different sections;
- (b) Have these principles been followed in the case of Ajmer-Khandwa Section? In spite of the fact that the Western Railway is giving profits of crores of rupees every year and some railways are incurring heavy losses, why many new trains have been introduced in those areas and only one train has been introduced here and that too by amalgamation of two trains? No new train has been started at all.
- (c) There is population of about a crore who are being served by the train in Ajmer-Khandwa Section. In M.P. and Rajasthan which have nine districts why only one train has been started during this period. What is the reason for that?

SHRI MALLIKARJUN: So far as the principle involved in running the new trains is concerned, it is a common understanding and it involves clearance of funds and other factors. Clearance is required from the Planning Commission for funds etc.

So far as the second part of his question is concerned, on 1-10-77 a bi-weekly Ajmer-Kacheguda had been started. The Ajmer-Meghnagar Shuttle was extended upto Chittorgarh from 1-4-77. The area is being served by the train. In Ajmer-Khandwa region one of the most

important factors for running the train is that cement transportation has to be given priority. For that reason already in the present budget Rs. 3 crores have been sanctioned to have further lining because of the high utilisation of the route from Ajmer to Ratlam. In the past three years only one new train has been started and one train has been extended.

SHRI B. R. NAHATA: Sir, the hon'ble Minister has said that a shuttle train has been started between Meghnagar and Chittor. Meghnagar is on broad-gauge and Chittor is on Meter-gauge. So, no train can be started.

My second supplementary is that Chetak Express has been started from Udaipur to Delhi and one train which was going from Khandwa to Ajmer has been stopped at Chittor in order to run Chetak Express from Udaipur. Is it a fact that the Chetak Express is not an additional train but an amalgamation of the two trains and it has caused great inconvenience to the passengers coming from Khandwa and going to Khandwa.

SHRI MALLIKARJUN: This had happened in 1969. One fast passenger train which was running between Ajmer and Khandwa had been cancelled but in lieu Chetak Express has been introduced and it meets the requirements of the passengers of that section.

शोरगुल का स्वास्थ्य तथा मस्तिष्क पर प्रभाव

\* 372. श्री मूलचन्द जगना : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि शहरों में शोरगुल का स्वास्थ्य तथा मस्तिष्क पर बुरा प्रभाव पड़ता है और क्या सरकार द्वारा शोरगुल रोकने के लिए कोई कानून बनाया जा रहा है ; और

(ख) यदि हाँ, तो पर्यायवाची तथा विविध-तर्कों वाले क्षेत्रों में शोर रोकथाम बनाने, रखने के लिए सरकार द्वारा क्या कदम उठाए जायेंगे ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). High frequency and high intensity noise has an adverse effect on health. The physiological manifestations may be related to annoyance, irritation or lack of concentration etc. Continued exposure to such noise may also result in fluctuation of blood pressure, impairment of heart functions and neurological and digestive disorders.

There is at present no proposal to enact any law to control noise pollution. At present, whenever necessary, noise pollution control can be effected by:—

- (i) operating on the relevant provisions of the Criminal Procedure Code and the Municipal Laws;
- (ii) proper maintenance of vehicles and enforcing the relevant provisions of the Motor Vehicles Acts to control noise pollution caused by road traffic;
- (iii) making necessary provisions in the Factories Act, 1948 to control noise within factories; and
- (iv) maintenance of silence zones, by the local authorities, around schools and hospitals.

श्री मूलचन्द जगना : जो प्रश्न किया था उसमें आपने यह तो मेहरबानी की कि वायु प्रदूषण और जल प्रदूषण के अलावा शोरगुल प्रदूषण की बात आपने बताई कि इसका बहुत बड़ा असर होता है, यहाँ हज़स में शोरगुल होता है उधर की तरफ से ... (ब्यवधान) ... देख लीजिए, यह प्रदूषण हो रहा है. शोरगुल का मैं एक बात कहना चाहता हूँ कि आज भी मन्दिरों में, गुरुद्वारों में और धार्मिक स्थानों में भगवान की जगाने के लिए घ्राड-घ्रवम में हाई-पावर साउंड स्पीकर लगाते हैं, उसकी रोक के लिए क्या कोई उपाय आपने किया है या कोई कानून बनाया है या नहीं ? कुछ भी कानून है या नहीं ? यदि नहीं तो कोई कानून बनाने का कारगर क्या है ?

SHRI NIHAR RANJAN LASKAR: At present there is no such proposal to enact any such law in this regard.