

issue carried a report to this effect. The Pakistan government has however informed us that the report is a fabrication.

(c) In response to government of Pakistan's official reaction to the disturbances in India and the efforts of its media to portray the incidents in a negative light, Government of India protested against the government of Pakistan's attempt to interfere in the internal affairs of India in violation of the Simla Agreement. It was pointed out to the Government of Pakistan that such interference and hostile propaganda could cause a setback to Indo-Pak relations. At the same time, government of India has taken steps to keep friendly Islamic countries suitably informed about these incidents.

ब्राडगेज लाइन से इन्दौर और दिल्ली का सीधा रेल सम्बन्ध

* 54. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इस समय इन्दौर और दिल्ली के बीच कोई सीधी ब्राडगेज लाइन नहीं है ;

(ख) क्या उक्त नगर के औद्योगिक प्रतिष्ठानों और सार्वजनिक संस्थानों ने इस के लिए बार-बार मांग की है ; और

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है और इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेल मंत्री (श्री केदार पांडे) :

(क) जी नहीं। इन्दौर और दिल्ली, कोटा और नागदा के रास्ते बड़ी लाइन से और रतलाम के रास्ते मीटर लाइन से पहल ही जुड़े हुए हैं।

(ख) और (ग). बड़ी लाइनों के रास्ते इन्दौर और दिल्ली के बीच एक सीधी

गाड़ी चलाने की मांग की जाती रही है किन्तु न तो यातयात के आधार पर ऐसी गाड़ी चलाने का कोई औचित्य है और न ही परिचालन की दृष्टि से ऐसा करना व्यावहारिक है क्योंकि रास्ते के कुछ खंडों पर लाइन क्षमता पर बहुत दबाव पड़ रहा है और टर्मिनल स्टेशनों पर अर्थात् दिल्ली, नयी दिल्ली और इन्दौर में टर्मिनल सुविधाएं भी सीमित हैं।

Production of Coaches

*55. SHRI CHHANGUR RAM:
SHRI C. CHINNASWAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of reserve coaches that have been utilized for the super fast trains and the number of coaches that have been left for keeping as a 'stand by' to replace the sick coaches;

(b) whether the yearly production of coaches by the Integral Coach Factory is adequate to meet the demand; and

(c) if not, measures taken by the Government so far to update and modernise the Integral Coach Factory with a view to stepping up the production to meet the increasing demand of coaches with ever growing passenger traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) For running 22 pairs of Super Fast trains, the bare requirement is about 710 coaches. Besides 16.6 per cent coaches of these are earmarked for replacement of sick coaches.

(b) The yearly coach production by Integral Coach Factory (ICF) is not adequate to fully meet the demand for coaches.

(c) A proposal for increasing the production of ICF from 720 to 750 coaches is planned for inclusion in the Works Programme for 1981-82. In order to further increase indigenous production of coaches, a techno-econo-

mic survey for a new coach production unit was undertaken, which recommended setting up a new coach building unit with the initial capacity of 400 coaches per annum, with scope for future expansion to 750 coaches per year. This report is currently under examination of the Planning Commission.

Proposal to set up Maritime Institute

*56. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have approved the Shipping Corporation's proposal to set up a Maritime Institute to train its personnel; and

(b) if so, when it will be set up?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) This project will be completed in 3 phases as indicated below:—

Phase I 1980-81

Phase II 1981-82

Phase III 1982-83

Harassment to Indians and Pakistanis at Entry Point

*57. SHRI MOHD. ASRAR AHMAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that the Indian and Pakistani Nationals are harassed at the point of entry on the Indo-Pak border; and

(b) if so, what steps have been taken to put an end to such harassment?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have seen Press reports and also reports received

from certain individuals regarding harassment to the Indian and Pakistani nationals at the point of entry/exit, particularly at the Attari Rail/Road Checkpost.

(b) Apart from taking action on individual complaints, Government have considered and, in fact taken certain steps to make travel between India and Pakistan convenient. Some of the steps so far taken are as follows:

(1) Government have made the Baggage Rules for international passengers also applicable to passengers coming from Pakistan. A two-channel system, namely, Green and Red, similar to that available at international airports has been introduced by customs at Attari Railway Station resulting in considerable reduction in time in clearance of the passengers.

(2) Regular announcements are made in the trains as well as on the platform informing the passengers of the baggage concession available to them. Attention is also being paid for the training of officers in public relations with a view to achieving expeditious and courteous clearance of passengers.

(3) Several procedural and administrative measures, such as liberalisation and rationalisation of baggage rules and increase of supervisory staff at various levels have been taken in order to expedite clearance of passengers arriving at major international airports.

(4) Steps are under consideration of the Government to make the train journey between India and Pakistan less time-consuming and more comfortable. Provision of better amenities at Attari Road Checkpost is also under consideration.

(5) The facility of release of foreign exchange of US \$ 500/- under the Foreign Travel Scheme, which was not hitherto available for visits to Pakistan, has now been extended to persons visiting Pakistan.