

submitted by Maharashtra Government for the declaration of twelve routes, 3,527 Kms. in length, as National Highways as part of the Fifth Plan so as to achieve the target calculated by them according to the "Report of Chief Engineers on Road Development Plan for India (1961—81)". Due to financial constraints and other priority considerations, Government are unable to declare any of the routes as National Highways. A length of 482 Kms. of National Highway No. 17 was added in Maharashtra during the Fourth Plan.

India's assistance to Mongolia for promoting Ayurveda

*477. SHRI DAULAT RAM SARAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that Mongolian Government intend to promote Ayurveda through ancient Sanskrit "granthas";

(b) whether it is a fact that the Director, Pharmaceutical factory in Ulan Bator, who recently visited India under the cultural exchange programme told journalists in Jaipur on 11th November, 1980 that most of the Mongolian literature was in Tibetan language while the entire knowledge in respect of Ayurveda is contained in Sanskrit granths and efforts were being made to remove this difficulty; and

(c) if so, whether the Government of India will extend cooperation to the Mongolian Government in this field?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). The Chairman of Medicine Factory, Ulan Bator, Mongolia, visited India under the Indo-Mongolian Cultural Exchange Programme, from the 23rd October to 12th November, 1980. During his visit to India he saw the working of Ayurvedic and Unani institutions in the country. While in

Jaipur, on the 31st October, 1980 he addressed a press conference and stated that his country is interested in studying Ayurveda and other Indian systems of Medicine. The literature of traditional medicine is available in the Tibetan language in Mongolia, while in India Ayurvedic literature is mainly in Sanskrit. The Government of India shall extend such cooperation as may be necessary in the translation of the original texts.

Digha-Calcutta line

*478. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a plan to link Digha with Calcutta by rail via Tamluk on the South Eastern Railway;

(b) whether survey has already been conducted in this regard; and

(c) if so, when actual work will start on this project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (c). Howrah and Kharagpur are already connected by a broad gauge Railway line. Preliminary engineering-cum-traffic survey for a new BG link from Kharagpur to Digha was approved in the budget for 1979-80. Digha can be connected with railway system by a number of alignments and the reconnaissance survey conducted in August 1979 revealed that linking Tamluk station on Panskura-Haldia section with Digha via Keshavpur, Nandakuman, Norghat, Contai and Ramnagar appears to be a prospective route. The exact traffic prospects can be assessed only after completion of the detailed traffic survey. Field work has been completed and the recess work for preparation of plans and estimates has been taken up. The survey report is expected to be received shortly.