

(ग) कोयला इंजनों के स्थान पर डीजल इंजन चलाने के संबंध में सरकार द्वारा क्या कार्यवाही की जा रही है ताकि आगरा होकर जाने वाली रेलगाड़ियों का कोई हानिकारक प्रभाव ताज महल पर न पड़े?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) आगरा क्षेत्र में बड़े आमान के भाप इंजनों के बदले डब्ल्यू डी एस 4 और डब्ल्यू डी एस 6 डीजल शंटिंग इंजनों का उपयोग किया जा रहा है । मीटर आमान पर, अपेक्षित 5 भाप इंजनों को कोल फायरिंग से आयल फायरिंग में बदल दिया गया है और उन्हें उपयोग में लाया जा रहा है ।

Conversion into broad gauge of Rupsa-Bangriposi Rail Line

*221. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey report on conversion of Rupsa-Bangriposi narrow gauge railway line into broad gauge in South Eastern Railway has been received by the Government; and

(b) if so, when and the decision taken for the conversion of said railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The survey report was received in Dec. '81 and the same has been examined.

In view of the project not being financially viable, it is not proposed to take it up.

Accident prone road sections on national highways

*222. SHRI SURAJ BHAN:
SHRI ATAL BIHARI
VAJPAYEE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) details of the 20 most accident prone road sections on the National Highways

in the country and safety steps taken on those sections;

(b) specific safety steps taken on the Delhi-Ambala Sector of G.T. Road; and

(c) number of accidents and damage to life and property involved on an average in a month on the Delhi-Ambala Section of G.T. Road?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESRI): (a) to (c). So far as National Highways are concerned, Central Government are primarily responsible for their development and maintenance only. All matters relating to road accidents and control measures to minimise traffic accidents fall within the jurisdiction of the State Police Departments. While the improvement of National Highways (viz. road geometrics, widening, improvement in thickness of road crusts, providing by-passes, improving junctions and crossings and providing truck parking complex and resting facilities etc. which *inter-alia* take care of safety needs) are being taken up constantly by Government, as part of the development and maintenance of National Highways, there are a number of other factors such as driver behaviour, vehicles' condition, environment etc. which contribute, in totality, to these accidents and may vary from time to time. Identification of individual accident prone stretches is therefore not possible.

The G.T. Road, National Highway No. 1 from Delhi to Ambala (212 kms length) has already a two lane carriageway and is traffic worthy. Steps are being taken up to widen this road to 4-lane carriageway to the extent feasible within the available resources. A length of 15.5 kms of this road in Delhi is already 4-lane and another 14 kms are expected to be completed by October, 1982, which would cover the entire length in Delhi. In Haryana, 4-laning of 21 km is in progress which is expected to be completed by June, 1983. The remaining length would