

(b) whether Bangladesh has already held extensive discussions with Nepal in this connection;

(c) whether Bangladesh Foreign Secretary visited Bhutan recently to persuade that country to move away from India's area of influence;

(d) if so, to what extent Government has examined these reports;

(e) what action India propose to take in this regard; and

(f) whether Government have taken up this matter with the Bangladesh Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) to (f) The late President Zia-ur-Rehman of Bangladesh had initiated a move to promote regional cooperation among all the nations of the sub-continent, including India. Following upon this Bangladeshi initiative, several official level meetings have been held among the 7 States concerned, and at the beginning of this month the first ever meeting of the Foreign Ministers was held to give further momentum to South Asian Regional Cooperation, or SARC.

Bangladesh also naturally pursues its bilateral contacts with the regional States and high level visits have been exchanged with Nepal and Bhutan.

Long after these took place, a report appeared in one of our newspapers last month reading a different meaning into some of these exchanges. These are speculative and call for no comment, much less any representation to the Bangladesh Government. Government of India remain watchful of developments in our region which could have any adverse affects on us. Bangladeshi participation in SARC represents the more positive developments that are taking place.

**Representation from Mayor of Vijayawada  
Municipal Corporation**

\*274. SHRIMATI SUSEELA GOPALAN : Will the Minister of RAILWAYS be pleased to State :

(a) whether a representation dated 12 May, 1983 has been received by the Government from the Mayor of Municipal Corporation, Vijayawada urging to undertake the work of removal of Satyanarayana-puram Railway Track and for construction of third railway line including a bridge; and

(b) if so, what steps have been taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURI) : (a) and (b) Yes, Sir.

The Railway has already submitted the detailed survey report in this regard to Andhra Pradesh State Government, and the Municipal Corporation of Vijayawada. The gross cost of re-alignment of the Railway Track is estimated to be Rs. 3.52 Crore. The Railway will undertake this work on Deposit Terms after the approval is conveyed and cost deposited by State Government/Vijayawada Municipal Corporation.

**Begging Problem in Metropolitan Cities and  
Measures to Remove Draw-Backs in  
the Existing ACT**

\*275 SHRI B. D. SINGH :

SHRI CHHOTAY SINGH YADAV:

Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether Government are aware of the magnitude of the begging problem in the metropolitan cities of the country, particularly of the organised gangs run by "Ustads" who kidnap children and force them to beg ; and

(b) if so, what positive measures are contemplated by Government to remove the drawbacks in the existing legislation prohibiting begging and also to identify and liquidate the gangs engaged in making the children professional beggars ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) According to 1971 Census the number of beggars, yagrants,

etc. was estimated as 10,11,679. Separate figures for the metropolitan cities are not available. For an assessment of the problem in the metropolitan cities, the Ministry of Social Welfare has sponsored studies in the cities of Delhi, Bombay, Madras and Calcutta. No specific information regarding organised gangs run by "Ustads" who kidnap children and force them to beg is available. However the attention of the State Governments has been drawn towards the need to strengthen the administrative machinery to deal with this problem.

(b) The responsibility for dealing with the problem of begging rests with the States. 15 State Governments and 2 Union Territories have enacted anti-beggary laws. There is adequate provision in the law for dealing with gangs engaged in making the children professional beggars. State Governments have also been urged to take concrete measures to ensure that child begging is stopped through the creation of special units within the Police and improvement of the necessary infrastructure for the care and protection of beggar children.

**Bombay-Madras Janata Express Being Diverted to Karnataka**

\*276. SHRI ERA ANBARASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Bombay-Madras Janata Express is being diverted to Karnataka State ; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURI) : (a) No Sir, the train has not been diverted but merged with Udyan Express with 9 coaches going towards Madras and 8 coaches going to Bangalore.

(b) Does not arise.

**बम्बई-नई दिल्ली राजधानी एक्सप्रेस की कर्षण क्षमता बढ़ाना**

\* 277. श्री सत्यनारायण जटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई और नई दिल्ली के बीच चलने वाली राजधानी एक्सप्रेस में कितने तथा किस-किस प्रकार के सवारी डिब्बे लगाये जाते हैं ;

(ख) इस रेलगाड़ी की कर्षण क्षमता को बढ़ाने के लिए क्या कदम उठाए गए हैं तथा क्या इसके परिणामस्वरूप इस गाड़ी में और ज्यादा संख्या में यात्रियों को ले जाया जाना संभव हो सका है ; और

(ग) यदि हाँ, तो 1983-84 के दौरान देश में किन-किन रेल गाड़ियों में यह प्रणाली शुरू की जाएगी ?

रेल मंत्री (श्री ए.बी.ए.गनी खाँ चौधरी) :

(क) 151/152 बम्बई सेन्ट्रल—नयी दिल्ली राजधानी एक्सप्रेस 18 सवारी डिब्बों के साथ चलती है जिसमें निम्नलिखित शामिल हैं :—

पहला दर्जा वातानुकूल डिब्बा	—	1
दूसरा दर्जा वातानुकूल 2 टियर	—	1
शयन यान		
दूसरा दर्जा वातानुकूल कुर्सी यान	—	11
पेन्ट्री-एवं-वातानुकूल कुर्सी यान	—	2
जनित्र यान	—	3
	—	18
	जोड़	18

(ख) इतने अधिक सवारी डिब्बों के साथ राजधानी एक्सप्रेस की निर्धारित रफ्तार बनाये रखने के लिये इस गाड़ी की कर्षण क्षमता को बढ़ा दिया गया है और इसके लिये दो डीजल इंजनों को एक साथ मिलाकर लगाया गया है। यात्रियों की वहन क्षमता में 100 प्रतिशत से अधिक की वृद्धि हुई है और इस गाड़ी के फेरे सप्ताह में दो से बढ़ाकर 5 कर दिये गये हैं।

(ग) फिलहाल यह प्रस्ताव है कि केवल नई दिल्ली-हावड़ा और नई दिल्ली-बम्बई के बीच राजधानी एक्सप्रेस गाड़ियों के चालन पर ध्यान केन्द्रित किया जाये। 1983-84 की अवधि में अन्य सेक्शनों पर इस किस्म की गाड़ी आरंभ करने का कोई प्रस्ताव नहीं है।