

for this. If the experts committee is dissolved and a Committee of Members of Parliament is formed.....
(Interruptions)

SHRI XAVIER ARAKAL : I am extremely happy that the Hon. Speaker is taking a lot of interest. It seems that the Hon. Minister is under non-available warrant of the technical committee.

MR. SPEAKER : That is why I have suggested it.

SHRI XAVIER ARAKAL : I hope the suggestion of the Hon. Speaker will be acceptable to the Minister concerned.

I fully agree with the feelings expressed by my Hon. friends, Shri Banatwalla and Shri Rajan regarding the pitiable condition of Railways in Kerala. And, do you know that all the rejected bogies are shunted to Kerala and there are no toilet facilities in many of them and Kerala is most backward in this respect. Above all, the plight of the railway porters in Kerala is so pathetic that I should be grateful if these problems of Railways in Kerala are considered. I request the Hon. Minister not to depend on the advice of the technical committee or the technical section of the Railways. The Hon. Minister may kindly give me a categorical answer that this factory will be given to Kerala.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, Sir, I am sorry that I have no further information to give.

MR. SPEAKER : Mr. Selvaraju. I think he has never put a question.

SHRI N. SELVARAJU : Last year the Integral Coach Factory at Perumbur, has produced 775 coaches. This year they may achieve a production of 800 coaches even though the installed capacity is 750 coaches. In view of

the past performance of the Integral Coach Factory, Perumbur, the Minister had given an indication in the House that the factory will be expanded to construct upto 1,000 coaches every year. I would like to know from the Hon. Minister what action has been taken to implement the proposal to expand the ICF, Perumbur. I would also like to know what action has been taken to modernise the Garden Reach Workshop at Calcutta.

SHRI A. B. A. GHANI KHAN CHOUDHURY : The only information I can give is about the gap between the demand and supply. In 1980-85 the gap was 8,670. That will be the shortfall and if we do not have this coach factory, in 1985-90 we will have a shortage of 12,120 and in 1990-95 it will be 16,220. That is why we are very much in a hurry to have this coach factory whose initial production would be 400 coaches per year and it will be increased to 750 coaches per year. It will have a gestation period of three years.

MR. SPEAKER : Shri Ghufuran Azam.

Underground Railway System for Delhi

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*63. SHRI GHUFRAN AZAM :
SHRI BALKRISHNA
WASNIK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether keeping in view the heavy traffic rush, the Railway Reforms Committee (RRC) has recommended the underground railway system for Delhi ;

(b) whether his Ministry is considering the recommendations of the RRC ;

(c) if so, the routes likely to be connected ; and

(d) details thereof and by when a final decision is likely to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) :
(a) Yes, Sir.

(b) to (d) Yes, Sir. The recommendations of the Railway Reforms Committee are being examined.

श्री गुफरान आजम : माननीय अध्यक्ष महोदय, ऐसा लगता है मन्त्री जी ने मेरा क्वेश्चन पढ़ा ही नहीं है या उसको समझने की कोशिश नहीं की है। मैंने पूछा है :

“The routes likely to be connected ; and details thereof and by when a final decision is likely to be taken ?”

जवाब दिया है :

“Yes, Sir.

The recommendations of the Railway Reforms Committee are being examined.”

Finished.

अगर आप समझते हैं कि यह जवाब सही है तो मैं सप्लीमेंटरी पूछ लेता हूँ ?

अध्यक्ष महोदय : ऐसा समझिए उन्होंने गागर में सागर भर दिया है।

श्री गुफरान आजम : अध्यक्ष महोदय, मेरा क्वेश्चन था कि रूट्स कौन-कौन से हैं, रेलवे रिफार्म्स कमेटी ने कौन-कौन से रूट्स रेकमेन्ड किए हैं, उन पर कितना खर्चा आयेगा और यह कहां से मीट-आउट होगा—कम से कम इसकी डिटेल्स आप

बताएं। साथ ही यह भी बतायें कि यह कब तक होगा।

SHRI C. K. JAFFER SHARIEF :
The underground section is Connaught Place—Rajouri Garden (including additional corridors by the year 2001) —32.8 kms ; Inter-State Bus Terminal to Indian Institute of Technology—19.3 kms ; Delhi Gate—Radheyshyam Park—5.8 kms. The total comes to 57.9 kms. The cost of the priority phase of Connaught Place—Rajouri Garden and Minto Bridge—Rajpath Link will be about Rs. 1000 crores. The total cost would be about Rs. 2000 crores.

श्री गुफरान आजम : अध्यक्ष महोदय, इन एक्सपेंसेज को मीट-आउट करने के लिए, वर्ल्ड-बैंक या एशियाड बैंक या कहां से खर्चा आएगा ? इसके लिए कितना एक्सनैशन होगा और काम कब शुरू होगा ?

SHRI C. K. JAFFER SHARIEF :
It has already been said that it is under study.

SHRI BALKRISHNA WASNIK :
As we know, the number of commuters is increasing year after year and the problem has reached an enormous proportion. For solving this problem Herculean efforts will have to be made. May I know whether urgent steps will be taken to expedite this thing and at least in the Seventh Five Year Plan this project will be completed ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : The financial involvement in this project is huge. It is very difficult for us to give any sort of time-table because the first phase itself will require Rs. 1000 crores. And the whole thing will require about Rs. 2000 crores as per the recommendations of the Railway Reforms Committee. The whole idea of the Railway Reforms Committee was

that we have to approach either the World Bank or somebody who is prepared to give us this loan. And if we get the loan, in that event we will think of this project.

Here not only the question of money is involved but the experience which we have in Calcutta tells us that the proper investigation and the project report has to be prepared because once the city is built up and we want to have an underground system, lot of dislocation takes place. This dislocation creates problems. So, all these have to be taken into account. We just cannot come to any conclusion that we will start the work tomorrow or we will start it in the Seventh Five Year Plan and so on and so forth. All these have to be taken into account. And especially what I am trying to impress upon the Hon. Members is that investigation and project report are very important than the financial aspect.

PROF. MADHU DANDAVATE : His suggestion is that the underground railway is constructed before the city is constructed.

SHRI ATAL BIHARI VAJPAYEE : Before undertaking the construction of the underground railway system in Delhi may I know whether the Railway Ministry will have a fresh look on the surface transport in Delhi? The Ring Railway which was started with a great fanfare has completely failed to alleviate the difficulties of the travelling people in Delhi apart from the huge losses it is incurring. May I know whether the Hon. Minister will give thought to the demand for re-opening of Jangpura railway crossing which has already resulted in the death of a political worker? Public agitation is going on and the Railway Officer has given a commitment at the meeting which was convened by the Chief Executive Councillor that the railway level crossing will be reopened by 26th of January. Let the Hon. Minister give a clear-cut reply to both these supplementaries.

SHRI A. B. A. GHANI KHAN

CHOUDHURY : About the pending of the gate, we are only concerned with the hazard that is involved to the safety of the passengers. At the moment I am not prepared to say 'yes' or 'no'. This matter is being studied. Although, even my own party, apart from the Hon. Member's party and other political parties, is putting pressure, we are studying it and we have to study.....
(Interruptions)

MR. SPEAKER : Why don't you give a privilege motion to me?

SHRI A. B. A. GHANI KHAN CHOUDHURY : We have to study the hazard and then only I will be able to reply to this question, not at the present moment. Once we open one gate, I would like to inform the Hon. Member that I have got another representation that the second gate should also be opened.

SHRI ATAL BIHARI VAJPAYEE : What about the first part of my question, Sir? What about ring railway? They are thinking of underground railway but the surface railway is not functioning at all.

SHRI A. B. A. GHANI KHAN CHOUDHURY : I agree and admit that we have not achieved success to that extent as we had thought about the ring railway. The question of scrapping it does not arise. We will certainly look into the improvement aspect of it and try to make it popular.

श्री धर्मदास शास्त्री : अध्यक्ष जी, मैं आपके द्वारा मन्त्री महोदय को मुबारकबाद देना चाहता हूँ कि कम से कम हमारी पार्टी ने जो कहा था कि हम अण्डरग्राउण्ड रेलवे दिल्ली को देंगे, हमारी सरकार उस पर कटिबद्ध है। लेकिन अटल बिहारी वाजपेयी जी को शायद मालूम नहीं है, वे जरा अपने इलैक्शन मैनिफेस्टो को भी पढ़ें, उसमें भी उन्होंने कहा

है कि अण्डरग्राउण्ड रेलवे देंगे, लेकिन आज उसी का वह विरोध कर रहे हैं। इसलिए पहले वह अपना मैनिफेस्टो पढ़ें, अगर उनके पास न हो...

MR. SPEAKER : Are you putting question to Vajpayee Ji ?

श्री धर्मदास शास्त्री : मैं औचित्य की बात कर रहा हूँ, अध्यक्ष महोदय। अगर उनके पास इलेक्शन मैनिफेस्टो की कापी न हो तो मैं उनको भिजवा दूंगा।

अध्यक्ष महोदय : आप मन्त्री महोदय से सवाल पूछिये, वाजपेयी जी से नहीं।

I won't allow him to answer the question.

श्री अटल बिहारी वाजपेयी : मैंने अण्डरग्राउण्ड रेलवे का विरोध नहीं किया है। मैंने तो यह कहा है कि जो ऊपर चल रही है वही ठीक नहीं चलाई जा रही है, तो अण्डरग्राउण्ड कहां से चलाई जायेगी ?

श्री धर्मदास शास्त्री : वाजपेयी जी को तो हर चीज ठीक चलती हुई नजर ही नहीं आती है।

SHRI A. B. A. GHANI KHAN CHOUDHURY : The Railway Reforms Committee feels that the way the Delhi traffic is increasing, the only way to solve their traffic problem is underground railway. Though obviously we are bent upon having the underground railway in Delhi but, as I have said, the financial involvement and some other difficulties come in the way. Shri Dhandavate is only trying to pull my legs. I have only suggested that in any old city, construction of underground railway creates difficulties. You have to take into account various dislocations that take place. I will invite Prof. Dhandavate to Calcutta. People there are facing the inconveniences

because of the underground railway we are trying to build up there.

PROF. MADHU DANDAVATE : Since he has referred to me, let me say that the underground activities in the railways should be restricted only to West Bengal and not brought to Delhi.

MR. SPEAKER : I am against underground activities.

SHRI A. B. A. GHANI KHAN CHOUDHURY : I will remember his advice.

SHRI SATYASADHAN CHAKRABORTY : It is really a surprising thing. Delhi does not require a ring railway and Calcutta requires it. We do not have a ring railway; Delhi has it. When we do not want an underground railway in Calcutta, we have it. In any case, since you have already started the project.....

MR. SPEAKER : He should transfer that.

SHRI SATYASADHAN CHAKRABORTY : It can be. If Delhi wants it, we can transfer our underground railways. Since he has already started the work, I would very humbly suggest to the Railway Minister that, though he has stated that established cities should not have underground railways, Moscow and Japan have.....

SHRI A. B. A. GHANI KHAN CHOUDHURY : What I said was something different.

SHRI SATYASADHAN CHAKRABORTY : In London they have underground railways. All the major cities have it, for your information. Secondly, the people of Calcutta are suffering not because of the underground railways but because of the total mismanagement and delay...*(Interruptions)* Sir, ignorance has no limit. How do the State Government come into the picture when it is a

Central Project ? Can you cure them ?
Please have some medicine for them.

MR. SPEAKER : At certain times it is stated to be bliss.

SHRI SATYASADHAN CHAKRABORTY : I would like to know from the Hon. Minister what steps are being taken to expedite the completion of the underground project. What steps are being taken to start the tunnelling of the stretch, starting from Sham Bazar to Esplanade ? What are you going to do for that ?

MR. SPEAKER : I would not allow that. You can put a separate question. At times be reasonable ; do not try to be unreasonable always.

Vacant Posts of Rural Doctors in Primary Health Centres

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*64. SWAMI INDERVESH :

SHRI M. V. CHANDRASHEKHARA MURTHY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that more than five thousand posts of rural doctors are lying vacant in the various Primary Health Centres adding to the suffering of rural folk; and

(b) if so, what are the reasons for not filling up these vacancies and what steps are contemplated by the Government to fill up these vacancies for expanding medical care in the countryside ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) No, Sir.

(b) Does not arise.

स्वामी इन्द्रवेश : अध्यक्ष महोदय, समाचार पत्रों के आधार पर मुझे यह जानकारी मिली थी कि सारे देश में ग्रामीण क्षेत्रों में 1,51,34 कुल प्राथमिक स्वास्थ्य केन्द्र हैं, जिनमें 5,000 ऐसे हैं, जहां पर 5,000 डाक्टरों के स्थान खाली पड़े हुए हैं और यदि हम होम्योपैथी और आयुर्वेदिक मिला कर देखें तो 7 हजार से ज्यादा स्थान रिक्त पड़े हुए हैं। माननीय मन्त्री जी ने जो अभी उत्तर दिया है, वह यह है कि ऐसा नहीं है। तो मैं यह जानना चाहता हूँ कि मन्त्री जी ने जो 5,000 की संख्या है, इससे इन्कार किया है या कोई भी स्थान खाली नहीं है। वे कृपया इसको स्पष्ट करें ?

कुमारी कुमुदबेन एम० जोशी : माननीय सदस्य में जो सवाल पूछा था, वह 'हिन्दुस्तान टाइम्स' में जो रिपोर्ट आई थी, उसके मुताबिक पूछा था और वह सवाल प्राइमरी हेल्थ सैन्टर्स के बारे में पूछा गया है मगर अब वे जो इन्फारमेशन मांग रहे हैं, वे सारे हेल्थ सैन्टर्स और डिस्पेन्सरीज के बारे में मांग रहे हैं।

अध्यक्ष महोदय : वे फीगर्स आप वाद में भिजवा दीजिए।

कुमारी कुमुदबेन एम० जोशी : नहीं, मुझे वे फीगर्स देने में एतराज नहीं है और मेरे पास वे फीगर्स हैं। देश में कुल प्राइमरी हेल्थ सैन्टर्स, एलोपैथिक डिस्पेन्सरीज और आई० एस० एम० डिस्पेन्सरीज जो हैं, उनमें कुल मिला कर 26,723 पोस्टेड डाक्टरों की हैं और जो वैकेंसीज खाली पड़ी हैं, वे सिर्फ 4,454 हैं और इतनी पोस्टेड खाली पड़ी हैं। अखबार में जो फीगर्स आई हैं, उनसे मैं सहमत नहीं