

SHRI VEERENDRA PATIL: I agree with the hon. Member that this electric trolley bus system should be introduced not only in Delhi but in all the major cities because it is necessary not only to prevent and control pollution but also from the point of view of conservancy of fuel. Therefore, we want to make it as popular as possible. The electric trolley bus system is not something new. In foreign countries, in advanced countries, these systems are in vogue. These buses are run not on diesel oil but on electricity. That is why it is called electric trolley buses.

#### Irregular running of trains on Khandwa-Purna metre gauge line

\*43. SHRI UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the working of Khandwa-Purna Metre Gauge line under the Central Railway is not at all satisfactory;

(b) whether it is also a fact that shortage of engines is the main cause for delays and irregular running of trains; and

(c) if so, what action Government intend to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) (a) to (c). No Sir, The running of train services on Khandwa-Purna section has by and large been satisfactory. However, a close watch is being kept on the running of trains on this section with a view to further improving the punctuality.

SHRI UTTAM RATHOD: (a) May I know what is the criteria that the Minister has adopted by using the word 'satisfactory'. If you recollect Mr. P. V. Narasimha Rao had referred to 'consideration'—"under Government's active consideration"—And I

do not know what is the third word he had used So, may I request the hon. Minister to define this word 'satisfactory'?

(b) Is it a fact that still on this section fares are charged one and-one-third times fore. Will the railways reduce it when they are not able to maintain the punctuality?

SHRI MALLIKARJUN: I should like to have a Chambers dictionary readily available here.

Sir, 'satisfactory' means contentment. About 'consideration' and 'active consideration', the hon. Member has not told me what he wants the Railways to consider so that I cannot submit anything.

SHRI UTTAM RATHOD: My second question is this. (*Interruptions*) I have to be satisfied with my Government.

(a) It is a well-known fact that among the metre gauge trains the South Central Railway has been proved most efficient and I am told that the Central Railway has only this particular section of metre gauge. May I ask the Government to transfer this particular section to South Central Railway?

(b) For the punctual running and well maintenance of the track and looking to the broad gauge that has been sanctioned between Aurangabad and Manmad, will the Government also open a new Division at Purna in Marathwada under the South Central Railways?

SHRI MALLIKARJUN: So far as the first part of the question is concerned, the Government will definitely take the hon. Member's suggestion in view—I will not use the word 'consideration' because he has got some apprehensions about 'consideration'. So, I hope his suggestion will materialise after proper examination.

So far as the second part of the question regarding creating a new division is concerned, it is not possible at this juncture to say anything about it.

### Construction and repair of National highways in Kerala

\*44. SHRI XAVIER ARAKAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) the amount spent on (i) repairs and (ii) construction of National Highways in 1979-80 and 1980-81;

(b) whether the State Governments send annual progress reports on the amount spent on National Highways;

(c) if so, what is the progress report from Kerala for 1979-80 and 1980-81;

(d) the reasons for the delay in completing works in Kerala; and

(e) when the bridge between Aroor-Ernakulam will be completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (e). A statement giving the required information is laid on the Table of the Sabha.

#### Statement

(a) The expenditure on the Maintenance and repairs and construction of National Highways in Kerala during 1979-80 and 1980-81 was as under:—

	Amount spent during	
	1979-80	1980-81
	(upto December, 80)	
	Rupees in lakhs.	
(i) Maintenance and repairs	116.86	90.20
(ii) Construction (Original) works	285.56	173.00.

(b) Reports indicating financial progress in respect of National Highway works are submitted by the State Public Works Departments every month.

(c) The amounts spent on the maintenance and repairs and construction of National Highways in Kerala during 1979-80 and 1980-81 are indicated in answer to part (a) above.

(d) The main reasons for the delay in completing National Highway works in Kerala are (1) shortage of bitumen (2) labour problems, (3) shortage of contractors who can undertake large projects and (4) sometimes abandoning of the work by the contractors.

(e) Presumably the Hon'ble Member is referring to a bridge between Kumbalam and Aroor in Cochin Bypass on National Highway No. 47 in Kerala. According to the present indications, this bridge is likely to be completed by March, 1984.

SHRI XAVIER ARAKAL: I do not have to say anything about the condition of the Kerala Government, but go through the figures I see that... (Interruptions). Going through the figures from 1979 and 1980 onwards I see there is fall in the amounts spent on repairs and maintenance in Kerala. There are conditions in Kerala which are worse than the present state of Government in Kerala. I would like to know from the hon. Minister what is the reason for the fall in the amounts spent for maintenance and repair work with regard to National Highways in Kerala especially in 1980. I think there are good reasons for not giving more money. Would the Minister explain what the reasons are for not giving more money for the repair work of National Highways in Kerala?

SHRI VEERENDRA PATIL: So far as the National Highways maintenance and repairs are concerned, I have got figures with me and whatever amount we have allocated, the State Governments have spent that money. We have got a formula according to which we sanction the amount, per km. or per