

डिक्लेयर कर दिया जाएगा और उसको वे सारी सुविधायें दे दी जायेंगी जो सैकिंड लैंग्वेज को दी जाती है? क्या आप उत्तर प्रदेश सरकार को लिखेंगे कि जो उर्दू सीखना चाहते हैं और जहां साल साल दो दो साल से टीचर्स नहीं हैं ऐसे स्कूलों की लिस्ट सेंट्रल गवर्नमेंट को वह भेजे ?

**अध्यक्ष महोदय :** यह असेम्बली पूछेगी उन से । यह एश्योरेंस जो चीफ मिनिस्टर का है इसके बारे में असेम्बली में पूछा जायगा । उनको इसको लेना चाहिये ।

**श्री मनोराय बागड़ी :** सवाल को मंजूर क्यों किया था ?

**अध्यक्ष महोदय :** उनके एश्योरेंस की बात वहां रहेगी । जो इनका काम है वह यह करेंगे ।

**SHRI P. K. THUNGON:** The information we received from the Uttar Pradesh Government is that 5391 Urdu Teachers have been appointed some time ago.

**SHRI VIRBHADRA SINGH:** Even though the Urdu speaking population is very negligible in Himachal Pradesh, Himachal Pradesh has declared Urdu as second language and it is being taught in the State. But the State is facing a great shortage of Urdu teachers and many schools at present are without Urdu Teachers. I want to know whether there is any scheme to assist the State Government in the training of Urdu teachers so that all the schools which have the facilities for teaching Urdu will be in a position to have Urdu Teachers.

**SHRI P. K. THUNGON:** There is a scheme already existing.

### Railway Lines in Orissa

\*473. **SHRI LAKSHMAN MALLICK:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Orissa has requested his Ministry for the

construction of some new railway lines in Orissa on priority basis;

(b) if so, the names of Railway so proposed; and

(c) the steps by Government for the construction of those new railway lines in Orissa?

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

(b) and (c). A statement is laid on the Table of the House.

### Statement

The Government of Orissa, in its memorandum submitted to the Railway Convention Committee, requested for construction of the following lines:

(i) Daitari-Banspani section of Jakhapura-Banspani Project.

(ii) Talcher-Sambalpur line.

(iii) Rayagada-Koraput line.

In addition, the State Government also requested for taking up the following surveys:

(i) A line to connect Khurda Road-Berhampur line on South with Bolangir-Rayagada line in the West.

(ii) Jeypore - Ambaguda-Kesinga line.

(iii) Talcher-Bimiagarh line.

(iv) Gopalpur-Berhampur line.

(v) Jeypore-Malkanagiri line.

The position in respect of these suggestions is as under:—

(i) Jakhapura - Daitari - Banspani is a composite new line project. In phase I, section from Jakhapura to Daitari has already been opened for traffic. In the second phase, the programme is to take up construction from Daitari to Keonjargarh. Since, however, the Jakhapura-Daitari section, which has already been opened to traffic, is not being utilised by Orissa Mining Corporation for the transportation of iron ore from Daitari mines to

Paradeep port, the 2nd phase programme (Daitari to Keonjargarh) has been temporarily frozen.

(ii) Sambalpur-Talcher Line:

Instructions have been issued for carrying out a fresh survey for a new alignment avoiding the coal deposits in Talcher area and also taking into account the diverted traffic from Northern and Eastern parts of the country via this route to places South of Bhubaneswar. The survey is currently in progress. After the Project Report is received, it will be carefully examined both with regard to the technical feasibility and economic viability. The decision on construction of new railway lines is taken in consultation with the Planning Commission, depending on the availability of funds for new lines.

(iii) Koraput-Rayagada line:

This is an approved Project and work is being taken up in the field in the section from Koraput to Mattala-puttu in the first phase, a distance of approx. 23 Kms.

(iv) Surveys:

As regards new surveys requested by Orissa State Government, a very large number of surveys are already in hand and there is very little likelihood of implementing all the projects being currently surveyed, due to acute shortage of funds. Under the circumstances, it may be desirable to take up only those surveys where there is a possibility of implementing the projects in the near future.

SHRI LAKSHMAN MALLICK: Sir, Orissa State is lagging behind in the Railway lines. The Government of Orissa has submitted a Memorandum to the Railway Convention Committee for the construction of new railway lines in the State. For the last so many years, no construction of new railway lines has been taken up and also no survey work has been done for the construction of new railway lines. Now that the Memorandum has

already been submitted by the Government of Orissa, may I know from the hon. Minister when will the work for the construction of new railway line be taken up?

SHRI MALLIKARJUN: Various Governments have submitted before the Railway Convention Committee that they are desirous of constructing new railway lines. Likewise the Orissa Government has also given a list of lines to be constructed. This has been given in the Statement also. Now, at the moment, the present position is that there are two approved lines. One of them is from Jakhapura to Daitari which has been completed and it has been opened for traffic. In the composite new line project of Jakhapura-Daitari-Banspani, from Jakhapura to Daitari has already been opened in the interest of the transport of iron ore to Paradip Port. But unfortunately the Mining Corporation of Orissa has not started lifting the iron ore. However, they wanted certain modifications on the South-Eastern Railway section and this is being attended to. Now, recently, they have started the traffic from Daitari to Jakhapura. After the traffic picks up further, the question of clearance of Phase-II work will be considered.

Another line approved is from Koraput to Rayagada and this has also been surveyed. There are two alignments. One alignment which has been accepted and the work on Phase-I has also been cleared. This line is from Rayagada to Machiliguda. In the current financial year, that is, 1982-83, one crore rupees have been allocated. In the case of Sambalpur-Talcher line, again re-appraisal of survey is going on. There are certain other surveys also but due to large number of surveys already in progress and due to paucity of funds, it is not possible to make any commitment at this stage.

DR. KRUPASINDHU BHOI: Sir, know for exploitation of mineral resources and mobilisation of internal

resources, infrastructure is a must and the hon. Minister has just now replied that the Jakhapura Banspani railway line has been opened for traffic. But the Orissa Mining Corporation is not lifting the iron ore because proper siding and other facilities are not provided there. In regard to the construction of Sambalpur-Talcher line, there is a document of the Planning Commission. According to the document of the Planning Commission the National Transport Policy Committee was appointed and it was headed by Mr. Pandey. The Committee had fixed up various criteria for connecting the missing links. One of the criteria is for emotional integration the lines should be constructed in the country and they have mentioned this Sambalpur-Talcher Line as a priority No. 1 in the list for constructing new railway lines throughout the country. For the construction of a new railway line between Sambalpur and Talcher, a survey work was done and again they resurveyed the region because according to the Techno-economic survey experts, the yearly recovery rate will be less than 10 per cent. But the hon. Minister will agree with me that the three railway lines which have been constructed in Orissa previously are giving a return of 10 per cent and it is giving a return of more than 50 per cent on an average for the State. So, on the basis of the Techno-Economic survey will the hon. Minister give a categorical reply as to whether this missing link which will not only help integrate the coastal region of Orissa with the western region of Orissa but also open up interland traffic in the Chattisgarh region be completed on priority basis? This will go a long way in the exploitation of mineral resources and also facilitate export of goods through Paradeep port. I want a categorical reply from the hon. Minister.

**SHRI MALLIKARJUN:** It is true that the National Transport Policy Committee has mentioned in its report about this missing link of 157 kilometer and that it should be taken

up for construction. So, in 1978-80, a preliminary engineering-cum-survey had been conducted. After examination of the proposal, it was known that the internal rate of return was less than 1 per cent which was quite unremunerative. But because of the repeated representations as also in the first preliminary engineering-cum-survey report the alignment-passed through Talcha coalfield, a reappraisal survey is going to be conducted keeping Talcher coal-field in view and we are waiting for the survey report.

**SHRI CHINTAMANI JENA:** Sir, may I know from the Hon. Minister whether the alignment for Talcher and Sambalpur Railway line fall in the mineral area? How was it ascertained? Whether the re-survey will be conducted in that area or in a separate area? If in this area, may I know when will the re-survey be completed? Was there any time limit for it? And by what time will it be completed?

My second question is about the conversion of Rupsa-Bangriposi narrow-gauge railway line into broad-gauge line for which the techno economic survey has been completed and the report has been submitted. May I know from the Hon. Minister what is the result of this techno-economic survey? Whether the survey has been found it viable? If so, whether this work will be taken up in the Sixth Five-Year Plan or not?

**SHRI MALLIKARJUN:** Sir, so far as the first question is concerned, I have already given the answer.

As regards the conversion of Rupsa-Bangriposi railway line, the report is under examination. After examination, as I earlier informed the House, subject the clearance from the Planning Commission, it will be taken up.

**MR. SPEAKER:** Next question.



SHRI CHINTAMANI JENA: Sir, the has not answered the first part categorically about when the Survey was completed and whether it will be taken up in the Sixth Five-Year Plan. There should be protection, Sir. He has not answered it categorically. This is a sorry state of affairs.

### देश में सड़क दुर्घटनाओं में वृद्धि

\* 475. श्री जैनुल बशर : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका ध्यान देश में सड़क दुर्घटनाओं में हो रही लगातार वृद्धि की ओर दिलाया गया है; और

(ख) यदि हां, तो वर्ष 1981 के दौरान कितनी सड़क दुर्घटनाएँ हुईं और उनमें कितने व्यक्तियों को अपनी जान से हाथ धोना पड़ा ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री ( श्री सीताराम केशरी ) : (क) और (ख) राज्य सरकारों/संघ क्षेत्र प्रशासनों में अद्यतन प्राप्त सूचनाओं के संकलन के आधार पर वर्ष 1978, 1979 और 1980 के दौरान सड़क दुर्घटनाओं की संख्या क्रमशः 1.44 लाख, 1.42 लाख और 1.47 लाख है। 1981 के आंकड़े अभी उपलब्ध नहीं हैं।

श्री जैनुल बशर : अध्यक्ष महोदय, सारे देश में सड़क दुर्घटनाओं की संख्या उत्तरोत्तर बढ़ती जा रही है, आये दिन हम बराबर समाचार पत्रों में पढ़ते हैं कि कहीं कहीं भयंकर दुर्घटना होती हैं और इनमें काफी लोग मर रहे हैं। मैंने 1981 की दुर्घटनाओं की फिगर मांगी थी और यह जानना चाहा था कि कितने लोगों की मृत्यु हुई है, लेकिन मृत्यु की फिगर जबाब में नहीं आई है।

अध्यक्ष महोदय : रोकने की बात पूछिये कितना लोड लेकर चलते हैं, कितनों को लाइसेंस ठीक मिलता है, क्या तमाशा बना रखा है ?

श्री जैनुल बशर : कितनी गाड़ियां आपस में टकराती हैं ? मैं यह जानना चाहता हूँ कि 1980 और 1981 में कितने लोग इन दुर्घटनाओं में मारे गये हैं ?

श्री सीताराम केशरी : जैसा मैंने कहा कि 1981 के आंकड़े अभी हमारे पास प्राप्त नहीं हुए हैं, ज्यों ही प्राप्त होंगे, मैं सभा पटल पर रख दूंगा। जहाँ तक 1980 का प्रश्न है इसमें तकरीबन 24,000 लोगों की मृत्यु हुई है।

श्री मूलचन्द डागा : तकरीबन कैसे, फँकट होना चाहिये।

श्री मनीराम बागड़ी : फंस गये।

श्री सीताराम केशरी : फंसता नहीं हूँ, तकरीबन से मेरा अर्थ यह है कि 24,085।

श्री जैनुल बशर : मैं जानना चाहता हूँ कि सड़क दुर्घटनाओं की रोक थाम के लिए सरकार द्वारा क्या क्या उपाय किए जा रहे हैं।

श्री सीताराम केशरी : मान्यवर, 1972 में एक स्टडी ग्रुप का निर्माण हुआ था और उसकी सिफारिशों के आधार पर हमारे मंत्रालय ने सभी प्रदेश सरकारों को आदेश दिया था कि राही और ड्राइवर दोनों को शिक्षित किया जाए। दुर्घटनाएँ दो तीन कारणों से होती हैं। एक तो राही, यानी कुछ लापरवाही से चलते हैं और उसमें रोड सेन्स के अभाव के कारण दुर्घटना होती है। दूसरे, ड्राइवर की रैश ड्राइविंग के कारण भी दुर्घटना होती है। तीसरे सड़कों की गड़बड़ी के कारण, सड़कों के अच्छा