

SHRI EDUARDO FALEIRO: This information does not arise directly from the question. I do not have it at the moment.

SHRI G.M. BANATWALLA: Can the hon. Minister enlighten the House as to from which countries we are having most of the investment from NRI? Can the hon. Minister tell me the first three or four countries where non-resident Indians in those countries are leading in the field of making investments? Can the hon. Minister also enlighten us what is the volume of the contribution made by the Keralites abroad or, if he does not have that figure, whether he will collect it and give it?

SHRI EDUARDO FALEIRO: It is not possible. We do not maintain this type of records for Keralites abroad and others. All Indians are there. I would like to say something that may enlighten the hon. Member because I have been recently to the Gulf countries. I was in Bahrein some time back and NRIs from the Gulf countries have contributed substantially.

[*Translation*]

Railway Schemes in Bihar

*264 **SHRIMATI MANORAMA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway schemes pending in Bihar and since when;

(b) the steps being taken by Government to undertake these schemes; and

(c) the time by which these will be completed?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (**SHRI MADHAVRAO SCINDIA**): (a) to (c). A statement is given below.

STATEMENT

Construction of Chhitauni-Bagaha rail link and conversion of Samastipur-

Darbhanga MG and BG, approved in 1974-75 are pending.

As regards Chhitauni-Bagaha, the State Governments of U.P. and Bihar have been requested to indicate their willingness to bear their share of cost of project.

In the case of Samastipur-Darbhanga, a survey carried out for a parallel BG line has shown it to be not viable financially.

SHRIMATI MANORAMA SINGH: Mr. Speaker, Sir, our hon. Minister is a very efficient Minister. In his Budget speech he stated that by the end of this century the rest of the 2 thousand steam locomotives would be replaced by diesel and electric engines. There has been a loco shed at Jhajha in my constituency for the last one hundred years. The engines of the west bound trains from Calcutta are changed there. Four thousand employees are employed in that loco shed. I would like to ask the hon. Minister whether any scheme has been formulated to convert the said loco shed into diesel or electric shed in case the steam engines are totally withdrawn from the Railways. If this is not done, the future of those labourers will be dark. I would like to know whether any scheme for such a loco-shed has been included in the ensuing Five Year Plan.

SHRI MADHAVRAO SCINDIA: This question is related mainly to the important railway schemes. So far as steam engines are concerned, they were to be withdrawn from the Indian Railway System by 2013 A.D. Now it has been decided to do the same by the year 1995. A few steam engines will still remain after that for small jobs. But steam engines will be replaced by the year 1995. When 4 to 5 hundred steam engines are being replaced every year, loco sheds are bound to be closed. Regarding the question of the hon. Member about that particular place, I would like to say that the hon. Member would be apprised of the position as soon as information is received about it.

SHRIMATI MANORAMA SINGH: My other supplementary is regarding the long

standing demand of providing railway facilities in Bhagalpur Lalmatia Coal-field area. This demand is out standing since 1953. When Shri Kedar Pandey was holding this portfolio, this demand was again made and surveys were also carried. I would like to ask the hon. Minister whether any provision is to be made for it in the next plan?

SHRI MADHAVRAO SCINDIA: No provision has been made so far.

SHRI KRISHNA PRATAP SINGH: Mr. Speaker, Sir, the hon. Prime Minister recently visited Patna where he made some announcement about a number of important schemes. I would like to know from the hon. Minister whether the Ministry of Railways is aware of the approval to the gauge conversion of Narkatiaganj railway line given by the hon. Prime Minister in his public meeting held at Gandhi Maidan, Patna. Is this being given serious consideration and is this going to be included in the Eighth Five Year Plan?

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, a survey is being conducted for Narkatiaganj gauge conversion so that an estimate of the expenditure to be incurred could be made. This task is being done by the North-Eastern Railway and its report is likely to be submitted by 1989. The hon. Prime Minister had announced that its including in the Eighth Five year Plan would be considered.

SHRI MOHD. AYUB KHAN: Mr. Speaker, Sir, I would like to draw your attention to a problem of Khetri, Rajasthan towards which you are quite considerate. A goods-train has been running between Dabari and Sinhana for catering to the needs of Khetri Copper Project since 1958. Ten thousand labourers are employed in the Khetri Copper Project. Will the hon. Minister consider attachment of 1-2 passengers bogies to this goods train? Is there any such proposal under consideration of the Government?

SHRI SYED SHAHABUDDIN: Mr. Speaker, Sir, I remember that when Shri Lalit Babu was the Railway Minister in 1972, a

number of schemes were forwarded by the Bihar Government to the Ministry of Railways. Then after a gap of 15 years in March, 1987, the then Chief minister of Bihar met the hon. Railway Minister and submitted him a list of some new and old schemes required to be implemented in Bihar. But he was given told that since he was approached at the end of March, it was not be possible to include them in the next year's plan. I would like to know as to how many of the schemes submitted by the then Chief Minister of Bihar to the hon. Railway Minister in 1987 have been implemented, on how many of them a survey has been conducted and how many of them have been approved or rejected?

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, it is quite a long list and I can send it to the hon. Member so far as Bihar is concerned. I am glad to inform that gauge conversion for 770 kilometres long track was done during the Sixth Five Year Plan period from 1981 to 1985 at an estimated cost of Rs. 200/- crore. Besides, a new project of gauge conversion of Chapra-Orhar line—a part of which Passes through the territory of Bihar—has also been included in the current year's Budget. Apart from this, 19 per cent of the total Budgetary provision meant for doubling of track for the whole country has been set aside for Bihar and for traffic facilities also, 13 per cent of the total country's budgetary provision has been earmarked for Bihar. Mr. Speaker, Sir, I would also like to inform that according to the figures pertaining to availability of railway track per thousand square kilometre, Bihar ranks fourth in the country. Compared to the other states, Bihar is comparatively better placed in the matter of railway lines. This however, does not mean that further schemes have been stopped in Bihar. Bihar's interests will be kept in view in future also.

[English]

Financial Assistance to Tamil Nadu for Telugu Ganga Project

*269. **DR. P. VALLAL PERUMAN:** Will the Minister of WATER RESOURCES be pleased to state: