

that assistance in the form of interest bearing loan not exceeding Rs. 6000 is given to Indian students desirous of going abroad for studies. So far as my information goes, one way fare to Canada or U.S.A. is about Rs. 8000. I would like to know why the Government do not pay Rs. 8000 as non-refundable assistance to meet the cost of one way fare to the students who are sharp in studies and want to pursue their studies abroad so that they could offer their services to the country after completion of their studies ?

SHRIMATI KRISHNA SAHI : Sir, this scheme is "Partial Financial Assistance Scheme" which was started in 1947. The main purpose of this scheme was to give some assistance to the refugee students of Indian origin living abroad. If for unforeseen reasons, a student faced financial difficulty at a later stage, he used to be given some assistance to enable him to continue his studies. However, after 1953, 'Partial Financial Assistance Scheme' was also used for giving merit scholarships. Under this scheme, loan for only one way fare used to be given and it did not have any specific purpose.

SHRI AKHILAR HASAN : Mr. Speaker, Sir, the policy of the Canadian and U.S.A. Governments is that they provide help in a number of ways to the students who study there for 6 months on their own. It includes offer of job there itself. Will the Government of India enter into any such agreement with those countries, under which the promising and brilliant students, after completion of their studies, could return to India to work for the development of the country and to strengthen our administrative machinery so that no shortage of experienced personnel is felt in the country ?

SHRIMATI KRISHNA SAHI : Sir, the policy of the Government is to sponsor only meritorious students for studies abroad and they do return to India and prove beneficial to the country. As regards the comparison made by the hon. Member with U.S.A. and Canada, I would say that their rules and regulations are different from ours and, as such, it is not proper to compare the two.

SHRI DEEP NARAIN VAN : In reply to the question, the hon. Minister

has clearly stated that assistance of Rs. 6000 in the form of loan is given to the students desirous of going abroad for studies. I would like to know from the hon. Minister the number of students who went abroad for studies, the number of those who returned to India as also the number of those who settled there itself. What action Government have taken so far to recover loans from those who settled there ?

[English]

SHRI P. V. NARASIMHA RAO : I would like to cut a long story short and say that this scheme is more or less moribund now. It is not in force. It was started for a particular purpose in 1947. That purpose was served and after that nothing has been done. This scheme needs or deserves to be scrapped and replaced by a scheme which makes better sense. That is what we are going to do.

[Translation]

SHRI K.D. SULTANPURI : Mr. Speaker, Sir, may I know the number of students who went abroad for studies so far ? How much money was distributed to them as loan and how many of them belonged to scheduled castes/scheduled tribes ?

SHRIMATI KRISHNA SAHI : So far as the question of the hon. Member is concerned, there is a separate scheme for it. As regards the 'Partial Financial Assistance Scheme' 159 students have been given loan under this scheme to go abroad since 1947, but many of them have not repaid the loan. As has been said by my senior colleague, the scheme has almost been scrapped now.

[English]

Overhaul of Delhi Main Railway Station Area

*521. **DR. B. L. SHAILESH† :**
SHRI PRAKASH CHANDRA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a plan has been drawn up to overhaul Delhi Main Railway Station area; if so, the details thereof including the outlines of the proposed structural changes to decongest the area, financial implication and time scheduled for its implementation;

(b) the results of the study made, if any, about the proposed second entry from Kashmere Gate side to the Main Station; and

(c) whether the recommendations of the Delhi Urban Arts Commission in regard to this plan to make it functional and also to preserve the character of this 'prominent architectural landmark of a bygone era' have been kept in view in finalising the said plan?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b). A study had indicated that due to heavily built up area on Kashmere Gate end of Delhi Main Station, it was not feasible to provide second entry to Delhi Main station from Kashmere Gate side.

(c) Does not arise.

[*Translation*]

DR B L. SHAILESH: Mr. Speaker, Sir, the hon. Minister has replied to my question like a computer issuing a railway ticket. My question was quite important, but he has disposed it of in just two lines. I want to know from the hon. Minister whether there is any provision to somehow increase the circulation area of Delhi Main Railway Station? Sir, lakhs of people catch trains from and get down at Delhi Main Railway Station daily and sometimes even D T C. buses enter the premises thereby making the passengers to wait for half an hour or even an hour to get out of the station. Vehicles like taxi, scooter, etc. are also not available there. Sometimes, even the luggage is stolen with the connivance of some policemen and unauthorised coolies. All those things cause indescribable inconvenience to the passengers. In view of all this, will the hon. Minister be pleased to state whether there is any pro-

posal for extension of Delhi Main Railway Station; if so, whether Government are going to take some steps in this regard?

SHRI MADHAVRAO SCINDIA: A scheme with an outlay of Rs. 7.13 crores has been prepared for the modernisation, beautification and extension of Delhi Main Railway Station. An amount of Rs. of 2 crores 84 lakhs has already been out of it during the year 1986-87. Rs. 2 crores 60 lakhs will be spent during the current year and the scheme is expected to be completed during the next financial year.

DR. B.L. SHAILESH: Mr. Speaker, Sir, as the hon. Minister might be aware that the building in which the retiring room is located at Delhi Main Railway Station is very old and its upper floor is in a very bad condition. The same is also true of metre gauge booking offices because their number is not adequate. The parcel office is also in the same condition. Therefore, I would like to know from the hon. Minister whether he proposes to undertake some modernisation?

SHRI MADHAVRAO SCINDIA: Sir, all these things are being given attention.

[*English*]

Late Running of Superfast Trains

*522. DR. A. K. PATEL†:
SHRI C. JANGA REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) what has been the frequency of late coming of superfast trains at their terminals in the month of January last;

(b) how does it compare with their punctuality records in January, 1986; and

(c) the effective measures taken in this period to upgrade the punctuality of superfast and other express trains?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) 22.8% Superfast trains arrived late at their terminals during January, 1987.