

# LOK SABHA DEBATES

## (English Version)

**Fifth Session**  
**(Eighth Lok Sabha)**



PAELIA M. L. PRABHU  
7  
10/11/86

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**LOK SABHA SECRETARIAT**  
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# LOK SABHA DEBATES

LOK SABHA

Thursday, March 20, 1986/  
Phalguna, 29, 1907 (Saka)

The Lok Sabha met at  
Eleven of the Clock.

[MR. SPEAKER in the Chair]

## ORAL ANSWERS TO QUESTIONS

[English]

### Production, installed capacity and demand of anti-rabic and polio vaccines

\*367. DR. K.G. ADIYODI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the details regarding production, installed capacity and demand of anti-rabic and polio vaccines, State-wise for the last 3 years ; and

(b) the steps taken for capacity utilisation of the existing units and enhance production during the year 1986-87 ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). A statement is given below.

### Statement

Details regarding installed capacity, production and supply of Anti-Rabic Vaccine to the various states during the last three years is at Annexure. All these production centres are fully meeting the demands of the States/Union Territories allocated to them. Oral polio vaccine is not produced in the country. Almost the entire requirement of oral Polio Vaccine in the country is met by the Haffkine Bio-Pharmaceutical Corporation Limited, Bombay, which imports the vaccine in bulk concentrate form which is supplied to various States and Union Territories after diluting, blending and ampouling. The Corporation has produced an indigenous batch of oral polio vaccine which is expected to be marketed by the end of 1986-87 after field-trials.

### ANNEXURE

*Details of installed capacity, production and supply of anti-rabies vaccine to the various States during the last three years.*

Production Centre	Installed capacity in lakh ml	Production in lakh ml.			States supplied
		82-83	83-84	84-85	

1.	2.	3.	4.	5.	6.
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1. CRI, Kasauli	60.00	52.85	51.21	52.94	Himachal Pradesh, Punjab, Delhi, Haryana, J. & K., Rajasthan and Chandigarh.
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1.	2.	3.	4.	5.	6.
2. Haffkine Bio-Pharmaceutical Corporation, Bombay.	80.00	59.52	63.66	53.06	Maharashtra, Dadra & Nagar Haveli, Goa & Madhya Pradesh is also supplied as and when required.
3. Pasteur Institute, Calcutta	18.00	32.83	32.47	32.93	West Bengal, Sikkim.
4. Pasteur Institute, Cocnoor	48.00	53.80	46.61	47.82	Tamil Nadu and Pondicherry, Andhra Pradesh, Kerala and Orissa when demand is received.
5. Pasteur Institute, Shillong	20.00	15.95	17.91	14.17	North Eastern States and Bhutan.
6. Public Health Institute, Trivandrum.	25.00	Information not available		25.47	Kerala.
7. Vaccine Institute, Namkum Ranchi.	23.00	23.18	25.62	18.24	Bihar.
8. State Vaccine Institute, Patwadangar, U.P.	22.00	23.73	23.44	23.00	Uttar Pradesh.
9. Vaccine Institute, Belgaum.	10.00	18.24	16.30	21.38	Karnataka, Goa.
10. Vaccine Institute, Vadodara.	48.00	44.10	44.09	50.18	Gujarat.
11. King Institute, Guindy.	5.00	3.40	4.21	5.05	Tamilnadu.
12. Institute of Preventive Medicine, Hyderabad.	25.00	25.41	20.01	22.07	Andhra Pradesh, Madhya Pradesh and Orissa.
Total :	384.00	353.01	345.53	340.84	

DR. K.G. ADIYODI : Rabies is a dangerous disease like plague. Domestic animals like dogs and cats are transmitting the disease. But nowadays wild animals like fox also transmit the disease.

There are no facilities for the local bodies and other people to spot out foxes and eradicate the disease. Like this disease

can also be completely eradicated. What are the steps taken by the Government to eradicate the disease fully ?

SHRI S. KRISHNA KUMAR : Rabies is an animal disease and man gets infected mainly from canines, that is, dogs and also cats and even it is possible from other animals also. We have a canine population

estimated to be between 10 to 18 million in the country and the Agricultural Department has the nodal responsibility to see that the State and the municipal authorities kill stray dogs by humane methods. We also intend to have a programme of licensing pet dogs and vaccinating them as part of a proposed National Rabies Control Programme.

The question of foxes and other animals, of course, also belong to this category of work to be undertaken by the local bodies.

DR. K.G. ADIYODI : There is no authority which is entrusted with the job of killing wild animals that transmit rabies. Like plague we can completely eradicate rabies. We can completely eradicate the disease if they take action against domestic animals regarding their licensing and all other activities. No local bodies are coming forward to take this action because of any financial constraints.

SHRI S. KRISHNA KUMAR : It is possible to eradicate the disease only if the animal rabies is controlled and eradicated. If the animal rabies is controlled and eradicated, that is, the animal population is controlled and the controlled animal population is vaccinated, infection to human beings can be controlled. Otherwise, it cannot be eradicated.

SHRI SAIFUDDIN CHOWDHARY : I have a personal experience. A dog bit me and I was frightened that I had to take 14 injections around the navel. Now a new serum has been invented of which only 3 to 4 injections are necessary. I want to know whether the Government will try that thing and if necessary research for that can be done and introduced.

MR. SPEAKER : If 14 injections are to be given, where will they find the place to put them ?

SHRI SAIFUDDIN CHOWDHARY : The new vaccine has to be popularised.

PROF. MADHU DANDAVATE : The dog was complaining that it was infected !

SHRI S. KRISHNA KUMAR : The hon. Member is correct in so far as the vaccine being generally used in this country is being replaced in foreign countries by a new type of vaccine which requires only lesser number of injections and the reactions are also less. But they are extremely costly and they have now to be imported and are available in the market.

Paster Institute of India, Coonoor has already started research and it is hoped that indigenous capacity for the new type of vaccine can be created in about three to five years from now.

[Translation]

DR. CHANDRA SHEKHAR TRIPATHI : Whatever be the quantum of Anti-Rabies Vaccine and howsoever far it has to be carried, the fact remains that refrigeration is a must for that. UNICEF has provided refrigerators, specially in all district and tehsil headquarters in Uttar Pradesh, but due to power crisis the potency of the vaccine is destroyed. I want to know from the hon. Minister whether the Government will concentrate only on production or will some arrangement be made to ensure that the medicine of full potency reaches the patient and if so, how ?

[English]

SHRI KRISHNA KUMAR : Sir, the annual requirement of vaccine is about 3.5 million doses. Our production is 25 per cent less than the requirement. The technical opinion is that part of the production is unnecessarily utilised by people, because they get scared. Some State Governments have their own laboratories and others indent from the laboratories of other State Governments or the Central Government, stock the vaccine and give it to the district authorities. Our vaccine has a shelf-life of 6 months. Along with the creation of infrastructure of or refrigeration or what is called the 'Cold Chain' for universal immunisation, the infrastructure for refrigeration of anti-rabies vaccine is also expected to improve.

### Import of latest coach manufacturing design

\*369. DR. T. KALPANA DEVI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal to import the latest coach manufacturing design in the railways ;

(b) whether any tenders have been invited for the purpose from International Coach Manufacturers ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir.

(c) A statement is given below :

#### Statement

It is proposed to import a total of 60 coaches, on technology transfer terms. The quantity-wise break-up of various types of coaches tendered for is as under :

#### (i) Airconditioned coaches :

Chair Cars	..	20
2-tier Sleepers	..	9
First Class Sleeper	..	3
Pantry hot buffet	..	4
SLR/Power Car	..	4
Total	..	40

#### (ii) Non-airconditioned coaches :

II Class 3-tier Sleeper	..	10
Double Decker	..	8
Pantry Car	..	2
Total	..	20
Grand Total	..	60

DR. T. KALPANA DEVI : Sir, the hon. Minister has not answered to the second part of my Question, wherein I requested information regarding the tenders that have been invited from International Coach Manufacturers. I would like to know from the hon. Minister as to what is the total value of these coaches to be imported name of the companies, countries from where they are imported and whether in accordance with the Industrial Policy Resolution and self-reliance, the Government would set up research and development wing and start a new modernised coach factory in our country ?

SHRI MADHAVRAO SCINDIA : Sir, tenders have just been opened a few days back I think two days back. It is a little bit early to give the names. If the hon. member desires, I can certainly supply them within the next few days. As far as research and development is concerned, we do intend to have research and development cell in each production unit—not only in production unit but in each unit—so that once technology transfer takes place, after that we can keep updating and improving the initial technology that has been transferred to suit Indian conditions in a better way.

DR. T. KALPANA DEVI : At present, the manufacturing capacity of Integral Coach Factory, Perambur, is only 750 coaches per annum which do not meet the demand of 1414 coaches for Broad Gauge lines and 1578 coaches for Metre Gauge lines. There is acute shortage of coaches, Government has not started another factory which was approved by the 6th Planning Commission in 1982. The capacity approved is 5680 coaches for the 6th Plan period. The capacity of the proposed factory is only 400 coaches per annum which does not meet the demands. So, I would like to know from the hon. Minister as to whether there are any proposals to set up another coach factory in the Seventh Plan itself at Kazipet a big South Central Rly. Jn. in Andhra Pradesh for which the Government of Andhra Pradesh is prepared to provide infrastructure facilities.

SHRI MADHAVRAO SCINDIA : The total number of coaches that we should be condemning every year is about 2,500 and

the total production capacity in this country is approximately 1200 to 1300 at present. The Perambur Coach Factory is producing about 825 ; our plans are to increase the capacity of the Perambur Integral Coach Factory ; the plan is, with an investment of Rs. 37 crores, to increase it to about 1,000 coaches per annum. The Kapurtala Rail Coach Factory should be producing about another 1,000. The other units that are producing coaches should be producing about 300 to 500. So, we should have a production of 2200 to 2500, I should think, within four years. This should certainly take care of the requirements in the Seventh Plan period and should also take care, to a very great extent, of our requirements in the Eighth Plan period. At present these are the only expansion plans that are envisaged.

SHRI B.K. GADHVI : As per the reply given, there is a great shortfall between the number of coaches condemned and the production made. So far as the metre gauge coaches are concerned, the hon. Minister of Transport has admitted during his Budget speech that they are obsolete. About 40 percent of the people travel by metre gauge which is being meted out step-motherly treatment. I want to know whether there is any plan to improve the coaches manufactured for the metre gauge section. What is the production of metre gauge coaches ? What is the replenishment and what is the condemnation ? Will the Minister give us the ratio ?

SHRI MADHAVRAO SCINDIA : I will not be able to give these figures now. I need a separate notice for this. Certainly metre gauge coaches are produced in the country and we are doing our best to see that the conditions of coaches are satisfactory.

SHRI PRATAP BHANU SHARMA : In his reply the hon. Minister has mentioned that import of these coaches will be done on technology transfer terms. I would like to know whether it is a fact that the new designs of these coaches have been approved by the RDSO, the reputed Research and Development wing of the Indian Railways, and if so, whether the new Coach Factory which is coming up at

Kapurtala in Punjab would be equipped to manufacture these newly-designed coaches.

SHRI MADHAVRAO SCINDIA : Whenever a technology transfer is involved, the RDSO is certainly very much a participant in the consultations that go into preparing the specifications required for the import of technology, and in this case also the RDSO has been involved. As I said, the specifications tenders have been opened just a couple of days ago ; they will be evaluated and then orders will be placed. The intention is that this technology should be adopted principally for the RCF, the Rail Coach Factory, at Kapurtala which would initially start production of ICF-type coaches and will transfer to the new technology as and when the coaches are imported. Ultimately, of course, we also want that coaches of this technology should be produced at ICF but first we will produce them at RCF, Kapurtala.

SHRI P. PENCHALLIAH : I want to know from the hon. Minister whether there is any proposal to set up one Wagon Repair Workshop at Bitragunta, Andhra Pradesh, because of the large scale retrenchment effected at Bitragunta due to the closing of the Loco Shed there.

MR. SPEAKER : This is irrelevant ; this does not pertain to this Question.

SHRI D.B. PATIL : This import of coaches is on a trial basis. Out of the 60 coaches that are to be imported, 40 are for air-conditioned class and only 20 are for non-air-conditioned class. May I know from the Government why this preferential treatment is being given to airconditioned class ?

SHRI MADHAVRAO SCINDIA : These are new technology coaches which are meant for high speeds, and if a coach travels at 160 or 180 or 200 kilometres per hour, the dust factor is involved and that is why we have to ensure that it is an air-conditioned coach. That is why you notice that even in the Pantry car and SLR car it is airconditioned because of the dust factor at those speeds.

[Translation]

**Proposal for Festival of India in Japan  
and Japan Week in India**

370. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a Festival of India is proposed to be organised in Japan and Japan Week is proposed to be celebrated in India under the Cultural Exchange Programme between India and Japan and if so, whether preparations have been made in this regard ;

(b) the time by which Festival of India is likely to be organised in Japan and the number of artistes likely to go there from India ; and

(c) the amount of expenditure involved in organising this Festival ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SMT. SUSHILA ROHTAGI) :  
(a) Yes, Sir.

A Festival of India is proposed to be organised in Japan and a Japan Festival is proposed to be held in India. Discussions are being held between representatives of the two countries.

(b) No final decision has yet been taken regarding dates and the duration of the events though during the preliminary discussions it was mentioned that the Festival of India in Japan may start in spring of 1988 and the Japan Festival in India sometime in the latter half of 1987.

(c) the financial implications of the two Festivals will be known after the main events have been drawn up and finalised.

PROF. NIRMALA KUMARI SHAKTAWAT : Mr. Speaker, Sir, I want to know from the hon. Minister the names of the countries, besides Japan, with whom talks are being held in connection with holding Festivals of India under the cultural exchange programmes. If so, when

and where are these festivals proposed to be held as also the duration thereof ?

Secondly, how much expenditure was incurred when these festivals were held last in U.K., France and U.S.A. ?

SHRIMATI SUSHILA ROHTAGI : Sir, so far as the first part of the question is concerned, I am glad to state that these programmes have been so successful that similar demands have been received from other countries also. In view of this, Festival of India was organised in U.S.A. during 1985-86 for 18 months. 12 month long Festival of India in France during 1985-86 is currently going on. An agreement in this regard has been signed with U.S.S.R. just two days back and a festival of 12 month duration is proposed to be held there. A U.S.S.R. Festival will be held in India during 1987-88 and is expected to be of 12 month duration. In future, Festival of India is proposed to be held in Japan in 1988 which is expected to be of about 6 month duration. The Festival of Japan will be held in India, but the dates and duration of this festival have not yet been decided. However, it is expected to be held in 1987-88 and may run for three months. Talks have also been held with Sweden and talks with F.R.G. are going on to hold Festival of India in those countries in future. Besides, Festival of France in India will be held in 1988.

PROF. NIRMALA KUMARI SHAKTAWAT : I want to know the procedure that is adopted in the selection of artists and the works of art ? Has any selection board been constituted for this purpose so that excellent works of art and artists from each State could participate in these festivals ?

SHRIMATI SUSHILA ROHTAGI : Sir, the hon. Member has asked a very good question. Replies in this regard have been given earlier too. I want to assure the House that it has always been our endeavour that top artists from different parts of the country, whether they are the established artists or the outstanding artists belonging to the new generation from urban as well as rural areas, should find representation in the festivals.

Mr. Speaker, Sir, with your permission I want to reply to the first supplementary which related to the expenditure. From the figures so far available, it is estimated that an expenditure of Rs. 516 lakhs has been incurred on Festival of India which is currently going on in U.S.A. Festival of India in France is to continue upto June next and an estimated expenditure of Rs. 199 lakhs is likely to be incurred on the same.

**PROF. NIRMALA KUMARI SHAKTAWAT :** Mr. Speaker, Sir, my question has not been replied to. I want to know whether a board has been set up for the selection of outstanding artists and works of art ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND HOME AFFAIRS (SHRI P.V. NARASIMHA RAO) :** Mr. Speaker, we try our best to select the best artists, but this being the field of art, nobody accepts anybody as the best. Complaints in this regard are received sometimes, but I would like to assure you that we shall consider and select only those artists who, in our wisdom, are outstanding and renowned as well.

[English]

**SHRI AJAY MUSHRAN :** I want to know from the hon. Minister that from various parts of the country pieces of art and culture of our ancient times were taken to Delhi and later on selected at a central place, probably Delhi, for sending them to various festivals in America, France or the impending one in Japan. Is the hon. Minister aware that these rare pieces of art which are taken away to Delhi and those which are not sent abroad for these exhibitions are not returned to the places from where they had gone ? The example is village Bilahari in Jabalpur District from where pieces of art of about thousand years old had been taken away but all of them have not been exhibited in America and France and those which were taken away from Bilahari Village have neither been returned to Jabalpur nor we know what is happening to them ?

**SHRI P.V. NARASIMHA RAO :** As

far as I know all these have been returned, are being returned and will be returned. There is no question of taking them away from any place for good. The point is that the festival is still on. At the end of the festival when all these things are brought I am sure they will be returned. I take the information in regard to that particular village mentioned by the hon. Member and we will find out.

**SHRI AJAY MUSHRAN :** Those which have not gone abroad they must come back.

**SHRI P.V. NARASIMHA RAO :** If they have not gone to the festivals where are they ? They are not on the high seas.

**SHRI AJAY MUSHRAN :** They are in Delhi.

**SHRI P.V. NARASIMHA RAO :** If they are in Delhi then there is no problem. They will be sent back to their original place.

**PROF. MADHU DANDAVATE :** If they are in Delhi it is the biggest problem.

[Translation]

**MR. SPEAKER :** All this is about Delhi.

[English]

**SHRI P.V. NARASIMHA RAO :** They are all in Delhi.

**SHRI BIPIN PAL DAS :** May I know from the hon. Minister why in these festivals abroad no piece of art or artist from North Eastern region and particularly Assam was included ?

**SHRIMATI SUSHILA ROHTAGI :** Sir, certain guidelines and criteria have been laid down for the selection of artists throughout the country. The area which the hon. Member has mentioned is very rich in art and culture. Whether someone went or not that will be looked into but I would like to say that the criteria see to it that the very best in the country gets selected. There is a Performing Arts



Committee of the Festivals of India which includes representatives of the Sangeet Natak Academy, Indian Council of Cultural Relations, etc. The criteria laid down is : Traditional performing art and the highest creative excellence in our performing arts. Apart from this the group art forms, classical, vocal music, etc. All these are taken into consideration.

**SHRI BIPIN PAL DAS :** Does the Government consider us below standard ?

**SHRIMATI SUSHILA ROHTAGI :** Certainly not.

**SHRIMATI VYJAYANTHIMALA BALI :** Sir, the cultural exchange programmes between India and other countries are going on in full swing. Our States have different cultures and different arts but there is no exchange of culture in our own country amidst our own States. It is a tragic thing that many artists from South are not known in North and many from the North are not known in South. The arts have not been intermingled at all. So, there is no cultural exchange in our own country. What is the idea of having festivals outside our country to earn goodwill when we need goodwill of our own people ?

**MR. SPEAKER :** Make her the in-charge.

**SHRIMATI SUSHILA ROHTAGI :** This question coming from a talented artist, belonging to the South is very well taken. The Government is already thinking on those lines and I am glad that I will get the full support of the hon. Member.

**PROF. MADHU DANDAVATE :** There is a good combination between culture and politics.

#### Doubling of Railway Track in Kerala

+  
\*371. **SHRI K. KUNJAMBU :**

**SHRI K. MOHANDAS :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to

double the railway track in Kerala ; and

(b) if so, the details thereof ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) and (b). An Engineering-cum-Traffic Survey for doubling of B.G. line between Chengannur-Kayankulam to Trivandrum Central (125 Kms.) has been taken up.

**SHRI K. KUNJAMBU :** I am thankful to the hon. Minister for their having taken up the survey for doubling of BG line between Chengannur-Kayankulam to Trivandrum Central. May I know, when the survey was taken up and when it is likely to be completed ?

**SHRI MADHAVRAO SCINDIA :** The survey was sanctioned in June, 1984 and was taken up soon thereafter. The engineering survey is about 75 per cent complete and the traffic survey will be taken up within the next 3-4 months, and after the full work is completed, by the end of the year, the report should be ready for consideration.

**SHRI K. KUNJAMBU :** Has any time limit been fixed for the completion of the work of doubling of this line and if so, what is the time limit ?

**SHRI MADHAVRAO SCINDIA :** Let us first await the survey report.

**SHRI C.K. KUPPUSWAMY :** Is there any proposal for Chamaraj Nagar Thiruppur-Palani railway line to increase tourism ?

**SHRI MADHAVRAO SCINDIA :** I would require a separate notice for this.

#### Norms for blood banks

\*372. **SHRI MAHENDRA SINGH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a recent survey by the Indian Council of Medical Research has revealed that only a few of the blood

banks in the country resort to mandatory tests prescribed by the Drugs and Cosmetics Act ;

(b) if so, how many blood banks actually follow the prescribed tests and how many do not ; and

(c) what steps have been and are proposed to be taken to ensure strict adherence to the prescribed tests and norms ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). According to the information

received by the Indian Council of Medical Research in 1982-83 from 307 blood banks in various States and Union Territories ; Rh testing and HBsAg testing, two of the mandatory tests under the Drugs and Cosmetics Act, 1940, are done in only 284 and 52 blood banks respectively. A statement showing the number of blood banks state-wise and the various techniques used and tests done by them is given below.

(c) Instructions have been issued to all the State Governments to tighten up the inspection system to ensure that all the required tests are carried out by the Blood Banks, and we are following up the matter.

#### Statement

State/ Union Territory	No. of Blood Banks	Serum Group- ing	Tube Techni- que.	Using Anti A + B	Rh Test	HBsAg Testing.
1	2	3	4	5	6	7
Andhra Pradesh	21	18	5	16	20	1
Assam	5	1	3	2	5	0
Bihar	10	8	2	5	9	0
Chandigarh	1	1	1	1	1	1
Delhi	7	7	3	5	7	6
Goa	3	3	1	2	3	1
Gujarat	22	17	9	9	20	2
Haryana	2	2	0	0	2	0
Himachal Pradesh	3	3	3	2	3	1
Karnataka	19	14	3	7	17	1
Kerala	30	26	4	8	29	2
Madhya Pradesh	20	12	6	7	18	1
Maharashtra	49	39	34	25	48	21
Meghalaya	2	1	1	0	2	0
Nagaland	3	2	1	3	3	0

1	2	3	4	5	6	7
Orissa	10	9	3	6	10	2
Punjab	8	6	1	3	8	1
Rajasthan	6	5	2	4	6	0
Sikkim	2	2	1	2	2	0
Tamil Nadu	50	40	8	37	37	11
Tripura	2	1	1	0	2	0
Uttar Pradesh	14	11	3	8	14	1
West Bengal	18	18	4	3	18	0
Total	307	246	103	155	284	52
Blood not tested :	—	—	—	34.45	2.11	58.36

**SHRI MAHENDRA SINGH :** Hon. Minister might have seen or got reports about the item devoted to the malpractice in the private blood banks in the *Rajni* serial on TV showing large scale exploitation of the misery or poverty stricken people and habitual drunkards by the blood banks, collecting blood without following mandatory tests. Many of the professional donors of blood are sick and suffer from all sorts of diseases including TB, dormant leprosy etc. Even dangerous diseases like AIDS are transferred by blood transfusion. With the new technology, even if there is financial constraint, we can have a phased programme to prevent all this. May, I, therefore, know in this context, if any investigations have been made or are being made into the affairs of such private banks? How many such banks are operating in the country and how many of them have been brought to book in the past two years.

[Translation]

**MR. SPEAKER :** Mr. Mahendra, will *Rajni* have impact on your question?

[English]

**SHRI S. KRISHNA KUMAR :** The deficiencies in the blood bank transfusion services in the country as brought out by the ICMR Research study have been admitted in answer to the main question.

The testing by the blood banks has not been thorough or comprehensive.

As for the first part of the question about professional donors, a silver lining in the cloud brought out by the study is the fall in the professional donors blood collection in the country and increase of the voluntary donation and donation by relatives in the total blood collected. Sir, blood is listed in the Indian Pharmacopoeia and it comes within the purview of Section 2 of the Drugs and Cosmetics Act. The Drug Controller is the licensing authority and for non-implementation of the licence conditions, the blood bank licences can be cancelled. In addition, the penal provisions of the Drugs and Cosmetics Act can also be invoked under Section 27. If infected blood is collected

by blood banks and if it has resulted in death or grievous cause, the penal provisions of the Indian Penal Code will apply and both the State and the private citizens can prosecute. The Law of Torts gives the citizen the right to civil damage. If doctors are involved in the collection and dissemination of infected blood, the Indian Medical Council can act for professional misconduct. As regards the third part of the question, Government of India have a very comprehensive strategy for development of a blood bank infrastructure in the country. A Committee of Secretaries has been entrusted with the formulation of this strategy. We have asked for Rs. 70 crores from the Planning Commission, and to start with we have been allotted Rs. 5 crores. The strategy is to develop the blood bank system from the district to national level, setting up fractionalisation units for blood, a national centre and a national council and building up blood banking system as an individual discipline in medicine.

**SHRI MAHENDRA SINGH :** May I know whether campaigns for voluntary blood donations have been met with encouraging response? If so, have the Government chalked out any specific programme for motivating voluntary blood donations and collection of such blood by government and voluntary agencies?

**SHRI S. KRISHNA KUMAR :** There are 610 blood banks operating in the country. Voluntary blood donation is now responsible for 33.8 per cent of the total blood collected in the country. We do not, as yet, have a national programme of blood banking. As a part of the strategy, we will definitely be encouraging voluntary agencies.

**SHRI MAHENDRA SINGH :** You have not stated as to how many private agencies have been punished during the last two years.

[Translation]

**SHRI MANOJ PANDEY :** Mr. Speaker, Sir, we all know that many 'formed elements' of blood are imported from abroad. There are a number of

factors in the blood called 'blood products' that are imported from other countries. A few days back, the newspapers carried a report which could not be confirmed that AIDS is also spreading due to the import of these formed elements. Will the hon. Minister inform this House of the action being taken to stop import of these formed elements?

[English]

**SHRI S. KRISHNA KUMAR :** There is an import procedure. As I said, blood comes within the definition of a drug under the provisions of the Drugs and Cosmetics Act. Under the provisions of this Act, new drugs can be introduced in the country and the import procedure is also laid down. Without going into the matter in detail, I cannot give any such assurance as regards banning of blood imports. We shall certainly look into this problem.

#### **Proposal to impose cess on companies for vocational education programmes**

\*375. **SHRI RAJ KUMAR RAI :**

**SHRI C. MADHAV REDDI :**

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to impose a cess on the profit making and growing companies in both the private sector and the public sector so as to mobilise additional resources for the vigorous implementation of the vocational education programmes in the country ; and

(b) if so, the details thereof?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) :** (a) and (b). This is one amongst several suggestions received for raising resources to finance technical and vocational education. The suggestions are receiving attention in the context of the New Education Policy, under formulation.

[Translation]

SHRI RAJ KUMAR RAI : Mr. Speaker, Sir, the hon. Minister has stated that there are several suggestions before him and these suggestions are receiving attention. My first supplementary is what are these suggestions and whether a better suggestion than the suggestion under discussion has been made and the time by which the consideration on these suggestions would be over ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND HOME AFFAIRS (SHRI P.V. NARASIMHA RAO) : Sir, we have received several suggestions, but we have not yet examined their relative importance. These suggestions are receiving consideration and, as you know, a countrywide debate is going on and ultimately they are to come to this House to get your approval. Therefore, have some patience and give us some time to examine which of the suggestions are worth implementing. It is never a good thing to give advance publicity to a suggestion. It is a question of only a few weeks now. I think by the first week of May, it will come before you in its final shape. Therefore, I shall request you not to ask anything more on this subject.

SHRI RAJ KUMAR RAI : Mr. Speaker, Sir, it appears the hon. Minister has given a lot of emphasis on it and he does not want to divulge anything more.

One thing more I want to mention here. We have been hearing about vocational training for quite sometime now and the hon. Minister will be introducing the New Education Policy shortly. I would like to say that the industrialists are sure to be benefited from it since the trained hands will prove beneficial to them also. Therefore, I think the entire House would agree with me that there is no harm in levying cess and, as such, there should be no hesitation on this account. I want to know whether the hon. Minister is prepared to accept my suggestion ?

SHRI P.V. NARASIMHA RAO : I

have received this suggestion from many quarters and we feel that it should be given due consideration. But in what form should it be introduced, what should be the limit for it—we are still examining all these aspects. Therefore, I cannot say exactly, but this is a good suggestion and is receiving attention and would be implemented, if found feasible.

[English]

KUMARI MAMATA BANERJEE : Sir, Indian women are playing their vital role in our country.

MR. SPEAKER : At least, I am convinced on the floor of the House.

KUMARI MAMATA BANERJEE : Our Government is keen to see the upliftment of the manner. So, may I know from the Hon'ble Minister whether the Government have any proposal to introduce some vocational training programme, exclusively for women all over the country ? I would also like to know from the Government, whether any proposal has come from the West Bengal Government to introduce vocational training programme, exclusively for women, through ITI in Calcutta ? So, what is the latest position of this and when our Government is going to start this programme ?

SHRIMATI SUSHILA ROHTAGI : Sir, the women of the country, especially, the women of the House, of course, are playing a very vital role and I can assure the hon. Member that not only the Vocational Training Programme, which will emerge and which we are considering and which we are not only considering in terms of the weightage, but more in terms of content and the practicability and the reasonableness and how it will be really necessary for the country. The women of India will see to it that they not only play a very important role in so far as vocational training is concerned, but they should be given good opportunities to flower every area of opportunity.

KUMARI MAMATA BANERJEE : What about Calcutta ?

**SHRIMATI SUSHILA ROHTAGI :** For Calcutta city, we need a separate notice.

**KUMARI MAMATA BANERJEE :** I think, already proposals have come.

**SHRI K.S. RAO :** Is the Government thinking of bringing a legislation to make both private as well as the public sectors to run vocational training in their own industries ?

**SHRI P.V. NARASIMHA RAO :** Sir, this is not so much a question of legislation. It is a question of convenience. We do feel that if the industries run their own forces, it will be convenient to them. But beyond a point, there will have to be a Central policy, a nation-wide policy in regard to vocationalization, and also in regard to, upto what point we should set apart the possibility of the industries running their own vocations. The experience in the past has been of a mixed nature. So, I would not be able to say anything definite at the moment. The whole policy is going to consider this, and come out with something which is practical.

#### Cochin-Madurai Railway Line

\*376. **SHRI GEORGE JOSEPH MUNDACKAL :** Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to construct Cochin-Madurai Railway Line during the Seventh Five Year Plan ; and

(b) whether the survey of Cochin-Madurai railway line is over and if so, when it will be constructed and what would be the cost, length and route of this line ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) and (b). Survey for this line (218 Kms.) between Cochin and Madurai, via Tripunithura, Unnukal- Kuttirapancham-Bodinayakkanur has recently been completed. Its anticipated cost is likely to be Rs. 250 crores. Due to severe constraint of resources and heavy commitments on hand, it is not

proposed to take up construction of this line, during the Seventh Five Year Plan.

**SHRI GEORGE JOSEPH MUNDACKAL :** In respect of the development of Railways in Kerala, we are always getting a step-motherly treatment. Actually, according to population, we have to get a share of 2400 Kms. of railway line in Kerala. But unfortunately, we have got only 810 Kms. of railways. That means we have got only one-third of the All-India average. We are in the extreme South, and nobody is caring about the development of Kerala, particularly in respect of this railway line.

We are getting more than Rs. 250 crores of foreign exchange by the selling of cardamom, tea, coffee, pepper and all these things. And only one year's foreign exchange is enough for the development of this project. Actually, hilly tribes and Adivasis are living in this area.

Another thing is that in South India, i.e. from South Tamil Nadu if goods have to go to America, they have to go to east coast, and then go round Ceylon. So, they have to cover more than 1,000 or 2,000 Kms. thus wasting our energy, the ship goes to Suez Canal. But unfortunately the Railway department is not taking up this line. When British people were there, they had conducted a survey. Two years back, some 34 MPs put in a joint appeal, and then the survey was completed. Still they are saying : there are no funds. It means that they are completely neglecting the interests of Kerala. Industries also are not developing. So, my question is : why is the development of Kerala is neglected, and especially, why this very important railway line is not taken up in this Plan.

I will later ask a second supplementary. My first question is : why this important line is neglected ?

**MR. SPEAKER :** You have taken the time of two questions already.

**SHRI GEORGE JOSEPH MUNDACKAL :** There is step-motherly treatment given to Kerala.

**SHRI MADHAVRAO SCINDIA :** While dealing with railway matters, I think (*Interruptions*) an essential matter regarding railway network should be properly understood. It is a highly operational department. Therefore, the perspective is truly national and not State-wise or region-wise. I think this is what has to be kept at the back of one's mind.

As far as this particular line is concerned, I would like to inform the House that according to the survey, this line is financially unremunerative. It has a return of only 1%.

As far as Kerala is concerned, even if we do want to take the State into consideration from the railway point of view, *i.e.* if we want to apply our mind State-wise, even then the allocation for new lines has been increased this year. It was Rs. 2 crores last year ; it has been increased to Rs. 4 crores this year.

**SHRI GEORGE JOSEPH MUNDACKAL :** I am very sorry to hear that it is not a profitable line. The foreign exchange earning from this line for one year is more than its construction costs.

Another point is that they have mentioned some places. I also belong to that place. They have mentioned Tirupunithura, Unnukal, Kuttirapancham. It is not Kuttipuram. Some other name is given.

Actually I belong to that place, railways have invented these places ; I do not know about these places and their spellings. It is stated that the line is not profitable, I am protesting against it. What is the basis of profit and loss, traffic potential or goods potential I do not know what it is ? If you make an enquiry you will find that it is a profitable railway line. So, my request is to take up this railway line which is very remunerative. When are you going to take up this railway line ?

**MR. SPEAKER :** If hon. member's protest can make it profitable, please consider it.

**SHRI MADHAVRAO SCINDIA :** Yes.

**PROF. P.J. KURIEN :** This line is in my constituency.

**SHRI MADHAVRAO SCINDIA :** May be he can tell us where this place is ?

**PROF. P.J. KURIEN :** The Minister in his written reply has said that the resource constraint is the main hindrance for going ahead with this line, but in the oral reply, he has also said that that line is not remunerative. But, I am sure, the hon. Minister will agree with me whether it is remunerative or not—that it is not the only criterion for setting up a railway line—social obligations are there, of course—railways are for public purposes—irrespective of their remunerativeness or profitability. In the light of that, is there any effort on the part of the railway to find out additional fund in the Seventh Plan from the Planning Commission or from some other sources ? These are being proposed in the backward areas, totally backward areas. If so, will he give consideration for this line for including it in the proposed Seventh Five Year Plan, in case he gets additional fund ?

**MR. SPEAKER :** He won't get you anywhere now. There is no money.

**SHRI MADHAVRAO SCINDIA :** You have answered the question.

**MR. SPEAKER :** The same question will come.

**PROF. P.J. KURIEN :** Is there any effort on the part of the railway to get additional resources from the Planning Commission. The Minister had admitted in this House that they would take up a fresh appraisal with the Planning Commission. My question should be answered.

**MR. SPEAKER :** The answer he has given—no money.

**PROF. P.J. KURIEN :** What I asked is : will he take it up with the Planning Commission for additional resources ? The Cabinet Minister said in this House that he will try for that.

**MR. SPEAKER :** Even if it is unremunerative, he will take it up.

SHRI MADHAVRAO SCINDIA : I have mentioned the figures of financial return only because the hon. member mentioned that it was a profitable line. As far as asking for more resources from the Planning Commission is concerned, it is always a continuous process and I would seek the assistance of the hon. member and support in this matter.

SHRI V. KISHORE CHANDRA S. DEO : The Minister while replying to the question had said that remuneration or return on this line will be just one per cent. What is the basis on which they decide what remuneration is going to be vis-a-vis a railway line ? Is this periodically done ? This basis or something which was fixed two decades ago or three decades ago, or some say that it was fixed when the Britishers were ruling, what exactly is the *modus operandi* of determination of this factor vis-a-vis any railway line ?

SHRI MADHAVRAO SCINDIA : It is a combination of factors ; the potential freight railway traffic that can be moved ; it is a potential passenger traffic that can be moved ; the potential of industries that would come up depending on the raw-material in that particular area. It is a combination of all these. There is no hard and fast yardstick.

[Translation]

#### Expenditure on eradication of leprosy

\*377. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the break-up of the amount spent

in various States for eradication of leprosy during 1985-86 ;

(b) the amount proposed to be spent for eradication of leprosy during 1986-87 ; and

(c) whether Government propose to raise the per patient amount of grant being given to the leper-houses run by voluntary institutions ?

[English]

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). A statement giving the break up of the amount spent by various States during 1985-86 and the amount tentatively allocated to them during 1986-87 under National Leprosy Eradication Programme is given below.

(c) The Government of India does not provide directly any grant per patient to leprosy houses run by voluntary organisations. However, State Governments provide financial support to voluntary organisations for running leprosy houses/hospitals/vocational centres for rehabilitation of leprosy patients. The Central Government reimburses to the State Governments expenditure on leprosy beds maintained by voluntary organisations at the rate not exceeding Rs. 60/- per bed per month.



Statement					
(Rupees in lakhs)					
S. No.	Name of State/ U.T.	Allocation	Actual expendi- ture 1985-86.	Expenditure up to the month.	Tentative Plan allocation during 1986-87.
1	2	3	4	5	6
1.	Andhra Pradesh	130.00	93.42	9/85	217.00
2.	Assam	12.00	18.86	12/85	23.00
3.	Bihar	24.00	17.74	1/86	76.00
4.	Gujarat	40.00	31.80	8/85	69.30
5.	Haryana	2.00	N.R.	N.R.	2.30
6.	Himachal Pradesh	4.00	2.47	12/85	4.74
7.	Jammu & Kashmir	2.50	N.R.	N.R.	3.50
8.	Karnataka	36.00	34.07	9/85	70.99
9.	Kerala	11.00	13.11	11/85	18.00
10.	Madhya Pradesh	46.89	12.60	6/85	58.29
11.	Maharashtra	70.00	71.83	11/85	118.00
12.	Manipur	5.00	N.R.	N.R.	5.50
13.	Meghalaya	2.50	0.22	9/85	3.00
14.	Nagaland	2.50	2.10	9/85	3.50
15.	Orissa	37.00	23.32	9/85	75.00
16.	Punjab	5.00	0.57	12/85	5.80
17.	Rajasthan	22.00	26.90	1/86	24.00
18.	Sikkim	4.30	5.94	12/85	4.50
19.	Tamil Nadu	75.00	23.41	12/85	151.00
20.	Tripura	11.00	6.53	10/85	10.50

1	2	3	4	5	6
21.	Uttar Pradesh	68.00	39.40	12/85	140.00
22.	West Bengal	47.00	N.R.	N.R.	88.00
23.	A. & N. Islands	2.20	4.55	12/85	2.52
24.	Arunachal Pradesh	4.00	5.10	2/86	4.40
25.	Chandigarh	—	0.25	9/85	0.15
26.	D & N Haveli	—	—	2/86	0.01
27.	Delhi	2.00	2.73	9/85	2.45
28.	Goa, Daman & Diu	1.50	0.38	9/85	1.82
29.	Lakshadweep	0.15	0.13	8/85	0.27
30.	Mizoram	0.90	0.39	12/85	1.35
31.	Pondicherry	0.50	—	12/85	3.00
Total :		668.85	437.82		1187.89

[Translation]

SHRI HARISH RAWAT : Mr. Speaker, Sir, the assistance being given by the Centre to the States under the National Leprosy Eradication Programme is so meagre that the hon. Minister has himself admitted in his statement that the Central Government reimburses to the State Governments expenditure on leprosy houses run by voluntary organisations at the rate not exceeding Rs. 60/- per bed per month. I would like to know from the hon. Minister whether it is possible to provide treatment to a patient, who needs medicines and other things also, in Rs. 60/- ? None can agree that a patient can be provided everything in Rs. 60/-. Since it is a humanitarian cause, more and more funds should be provided for it. Will the hon. Minister consider raising this amount ?

[English]

SHRI S. KRISHNA KUMAR : Sir, as

the hon. Member would appreciate, there is the constraint of resources. It is only an amount of Rs. 45 crores that we were allotted during the Sixth Plan and now we have Rs. 60 crores in the VII Plan and with that we are developing a vast infrastructure under the National Leprosy Eradication Programme. We appreciate that Rs. 60/- is a meagre amount, but the States and voluntary organisations are also supposed to spend a part of the expenditure from their own funds. There has not been any serious demand from the voluntary organisations for increasing the amount. We shall definitely consider any such requests on merits.

[Translation]

SHRI HARISH RAWAT : I have already written to the hon. Minister and the officers of his Ministry in more than one case. I have also forwarded the letters received from the voluntary organisations who run such houses. After a limited

course of treatment, when such leprosy patients come out of these houses, a big problem of their rehabilitation and livelihood arises because the society treats them with contempt. The Central Government have no scheme under the Eradication of Leprosy Programme as to where they should be kept and rehabilitated. I would like to request that such a scheme should be introduced during the Seventh Plan so that leprosy patients when discharged from Leprosy Houses could be rehabilitated to enable them to earn their livelihood. Will such a scheme be introduced?

[English]

**SHRI S. KRISHNA KUMAR :** Rehabilitation of leprosy patients is an integral part of the National Leprosy Eradication Programme and we are already implementing the rehabilitation strategy which consists of :

- (1) surgical rehabilitation through 75 reconstructive surgery units and leprosy rehabilitation promotion units ;
- (2) vocational rehabilitation through philanthropic organisations/individuals ;
- (3) community-based rehabilitation of deformed patients ; and
- (4) repeal of Lepers Act, 1898.

Sir, rehabilitation rests on medical personnel. Physiotherapy and a host of other aspects. We shall give, and we are giving the greatest importance to the rehabilitation aspect in dealing with the social and health problems of leprosy in the country.

**SHRI E. AYYAPU REDDY :** In the answer given, Andhra Pradesh appears to have topped the list of States which have spent the maximum amount to eradicate leprosy. Has there been any survey of the incidence of leprosy and if so which part of the country shows the highest incidence of leprosy?

**SHRI S. KRISHNA KUMAR :** India

has one-third of the entire case load of leprosy in the world. The estimated number of leprosy patients in the country is four million. Andhra Pradesh is one of the highly endemic States. Andhra Pradesh, Tamil Nadu, Orissa, Maharashtra and West Bengal account for 60 per cent of the total case load of leprosy in the country.

**SYED SHAHABUDDIN :** The hon. Minister has spoken of the national strategy for the eradication of leprosy. We are all familiar with the sight of lepers at public places. And that is a very pitiable sight. I would like to know from the hon. Minister whether the national strategy does include the provision of institutional shelter or hospitalisation facilities or isolation of patients of leprosy, because I have a feeling that a very small percentage of the victims of this dreadful disease would nevertheless need to be isolated or in fact, provided with residential facilities or hospitalisation facilities.

**SHRI S. KRISHNA KUMAR :** The hon. Member is not correct. It stands to the credit of the National Leprosy Eradication Programme that of the estimated four million leprosy cases, 3.7 million cases have already been identified and 3.5 million are under treatment. The strategy of the Government is that lepers should not be treated as socially outcaste. A part of the strategy is focussing on domiciliary treatment. I would like to inform the House that as a result of the health educational effort spearheaded by this Ministry, now more than 90 per cent of leprosy patients are treated in their own houses by our field staff and only 10 per cent are under institutional or hospital treatment. The Lepers Act, 1898 did restrict the movement of lepers in public places. Under that Act, as soon as a leper was detected, he was almost arrested and taken to an institution. That was an anti-social Act which was repealed by the Central Government and it is progressively being repealed by the State Governments.

**SYED SHAHABUDDIN :** That was not my question. My question was : what percentage of those patients who require to be isolated, or need shelter hospitalisation and cannot be treated through domi-

ciliary service are being provided institutional facilities ?

**SHRI S. KRISHNA KUMAR :** Leprosy does not need such isolation. We have the multi-drug regimen which arrests the disease. There is no single leprosy case which is necessarily to be treated in a hospital.

**Legislative provisions to protect interests of patients against negligence by doctors**

**\*378. SHRI SATYENDRA NARAYAN SINHA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there are any legislative provisions to protect the interests of patients against negligence by doctors :

(b) if so, the details thereof ; and

(c) if not, whether provisions in this regard would be made in the context of increasing reports of negligence, callousness and even ill treatment by medical practitioners in private and public hospitals and clinics ?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :** (a) and (b). Though there are no specific legislative provisions, a number of general provisions of the Indian Penal Code, such as Sections 304 (A), 336 and 338 provide for protection against any criminal negligence. Section 20 (A) of the Medical Council of India Act also provides for inquiry into complaints about professional misconduct.

(c) The matter is under review.

**SHRI SATYENDRA NARAYAN SINHA :** In answer to question (c) the Minister has said that the matter is under review. The question is about the legislative provision to be made. May I know from the hon. Minister whether there is any proposal to amend the Medical Council Act whereby to ensure a standard of teaching and norms for the doctors to provide for patients' care ?

**SHRI S. KRISHNA KUMAR :** Go-

vernment of India is thinking in terms of a model Act to regulate the activities of the private hospitals and dispensaries and inter-alia to control mis-conduct and misdemeanour of functionaries in these hospitals. This matter is under review.

**WRITTEN ANSWERS TO QUESTIONS**

[English]

**Malpractices in entrance examinations to Medical and Engineering colleges**

**\*368. SHRI NARAYAN CHOUBEY :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have seen various press reports alleging various malpractices in joint entrance examinations to MBBS and Engineering colleges in several parts of the country ; and

(b) whether in view of such reports Government are thinking of any new procedure for such examinations ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) :** (a) Joint entrance examinations to MBBS and Engineering Colleges are held by the institutions concerned under the general direction of the concerned university and the State Government. However, different State Governments have been requested to furnish information about alleged malpractices in joint entrance examination. Reply has been received from Government of Orissa stating that there is no report on malpractices in joint entrance examination in that State. The position in respect of other States will be made available as soon as these will be furnished by the State Governments.

(b) Does not arise.

**Central university status to Jamia Millia Islamia**

**\*373. SHRI AZIZ QURESHI :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal

under consideration to give the status of a full fledged university to the Jamia Millia Islamia, New Delhi ;

(b) if so, the action taken so far and if not, the reasons thereof ; and

(c) whether Government have received any representation from different sections of people in this regard and if so, the action taken thereon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). The Executive Council of the Jamia Millia Islamia has resolved that the Jamia may be declared as a statutory Central University by an Act of Parliament. Communications to this effect have also been received from a few individuals and associations. The

proposal is being considered in consultation with the UGC.

#### **Pending railway projects of Eastern and Northern Railways**

\*374. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) the pending railway projects of Eastern and Northern Railways awaiting clearance with details of each project ; and

(b) the time by which these projects will be cleared and completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Details of projects which have not yet been cleared by the Planning Commission are as under :

S. No.	Project	Length (Kms.)	Remarks regarding clearance
1	2	3	4

#### *Eastern Railway*

1.	Budge Budge-Namkhana and Lakshmikantpur-Kulpi New Line.	100	Reappraisal survey for a shorter length from Lakshmikantpur to Namkhana via Kulpi has since been approved to determine its financial implication for further examination in consultation with Planning Commission. The reduced scope of the Budge Budge-Namkhana New Line Project will be reviewed, after completion of the reappraisal, at the time of mid-term appraisal of the 7th Plan, in consultation with the Planning Commission.
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1	2	3	4
2.	Circular Railway, Calcutta (Part II)	18.5	Clearance of the Planning Commission to Part I of the Project involving provision of single line track between Dum Dum and Prinsep Ghat has been received in March, 1986.
<i>Northern Railway</i>		NIL	

#### Improvement in I.A. Services

\*379. SHRI AKHTAR HASAN : Will the Minister of TRANSPORT be pleased to state :

(a) keeping in view eleven per cent increase in Indian Airlines traffic, what efforts are being made, including addition in the number of aircrafts, not only to keep up the efficiency and standards but to bring about all round positive improvement in services ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Apart from augmentation of aircraft capacity to cater to the projected growth in the passenger traffic, concerted efforts are being made to bring about positive improvements in inflight services, ground handling, passenger facilitation, ticketing and booking offices and in the on-time performance of Indian Airlines.

[Translation]

#### Separate railway zone for Bihar

\*380. SHRI KALI PRASAD PANDEY: Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that with a view to extend more railway facilities in Bihar, the General-Secretary of the Bihar Passenger Welfare Association has submitted a memorandum to the Government

demanding a separate Railway Zone for Bihar with its headquarters in Patna ; and

(b) if so, the action taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) The proposal has been examined and not found justified.

#### Improvement in medical education and uniform curriculum

\*381. SHRI K.N. PRADHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are considering bringing about changes in the medical education system along with introducing new education system ;

(b) if so, the outlines thereof ; and

(c) whether Government also propose to introduce uniform curriculum throughout the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c). The National Health Policy approved by the Parliament emphasises the need for formulating, separately, a national medical and health education policy which should set out the changes required to be brought about in the curricular contents and training programmes of

medical and health personnel, at various levels of functioning, take into account the need for establishing the extremely essential inter-relationship between functionaries of various grades resolve the existing regional imbalances in the availability of manpower and ensure that personnel at all levels are socially motivated towards the rendering of community health services etc.

The Government had set up a Medical Education Review Committee and its recommendations are under process. These will be kept in view while formulating a national medical and health education policy.

[English]

**Role of central and State Governments to combat food and drug adulteration**

\*382. SHRI K.V. SHANKARA GOWDA :

SHRI B.V. DESAI :

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

(a) whether the Union and State Governments stressed each other's role in evolving effective measures to combat food and drug adulteration at the Health Minister's Conference held in February, 1986 ;

(b) if so, whether several State Ministers emphasised the need for amending the Prevention of Food Adulteration Act and sought sharing of expenditure by the Union Government to enable the State Governments to establish combined food and drug testing laboratories ; and

(c) what was the Union Government's suggestion to the State Health Ministers in regard to curbing drug adulteration ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The State Health Ministers have been urged to strengthen the existing drug control infrastructure with a view to curbing effectively drug adulteration.

**New airports in Kerala during seventh plan**

\*384. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) the names of new airports proposed to be constructed in Kerala during Seventh Plan ;

(b) whether any detailed plan has been made in this regard ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Apart from the completion of Calicut (Karipur) airport, which was taken up in the Sixth Plan, no new airport is proposed to be constructed in Kerala during the Seventh Plan.

(b) and (c) . Do not arise.

**Expansion of airport at Cochin**

\*385. PROF. K.V. THOMAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether the present airport at Cochin is to be expanded to a modern airport ;

(b) if not, will a new airport having the standard of international airport be constructed in the Ernakulam District itself ; and

(c) when the night-landing facilities in Cochin airport will be materialised ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No major expansion of Cochin Airport is envisaged. However, improvement of passenger terminal facilities has been

planned during the Seventh Five Year Plan.

(b) No, Sir.

(c) There is no proposal to provide night landing facilities at Cochin airport, which belongs to the Indian Navy. However, an Abridged Visual Approach Slope Indicatory System (AVASIS) has been installed to assist in landing of the aircraft in poor visibility conditions.

**Rescheduling of timings and better utilisation of rolling stock for running more trains.**

\*386. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Railways are having 35,000 rail coaches and 8,600 locomotives of which 2,400 are diesel locomotives and 1,200 are electric locomotives ;

(b) whether it is also a fact that only 2,700 trains are being run daily at present ;

(c) if so, whether more trains can be run with the existing capacity by rescheduling the timings and better utilisation of rolling stock ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A statement is given below.

(b) At present approximately 3,150 non-suburban and 3,100 suburban passenger trains are being run daily.

(c) and (d). Rescheduling the timings so as to have better utilisation of rolling stock within the present holding is a continuous process and is done keeping in view the convenience of the passengers patronising these trains.

## Statement

(a) Holding of Coaches and Locomotives on the Indian Railways as on 31.3.1985.

### *Coaches.*

Passenger Coaches.	—	27,805
Other Coaches.	—	7,789
E.M.Us (Electric Multiple Units)	—	2,957

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TOTAL : 39,551

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### *Locomotives.*

Steam	—	5,970
Diesel	—	2,905
Electric	—	1,253

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TOTAL : 10,128

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## Setting up of Delhi Medical Council

3502. SHRI PIYUS TIRAKY :

SHRI SANAT KUMAR MANDAL :

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

(a) whether the Delhi Medical Association has given any proposal for setting up Delhi Medical Council ;

(b) if so, the details of the proposal ; and

(c) the details of the action taken on this proposal ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) and (c). Do not arise.



**Suspension of radar facilities at  
Bombay airport**

3503. SHRI G.M. BANATWALLA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the use of radar to facilitate landing of flights at Bombay airport was recently suspended ;

(b) if so, reasons thereof ;

(c) the extent of consequent delay in flights ;

(d) the details of loss suffered as a result of delay in landing of flights and by asking them to hold on hovering over the airport ; and

(e) the steps taken by Government to meet the situation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Airport Surveillance Radar facility has been withdrawn from the 1st of February, 1986. Air Route Surveillance Radar facility is, however, available.

(b) The equipment was old and required replacement.

(c) and (d). Withdrawal of this facility may have resulted in some delays in landing, but the extent of this delay and losses suffered on account of it cannot be quantified because delay in flights could be attributed to various other factors also.

(e) The replacement equipment is under installation and the facility is likely to be available before the onset of the monsoon.

**Air India flights between India and Norway**

3504. DR. B. L. SHAILESH : Will the Minister of TRANSPORT be pleased to state whether Air India propose to operate air flights between India and Scandinavian countries especially Norway in the wake of recent visit by Prince of Norway to India ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : The possibility of introducing air service to Scandinavia is being evaluated by Air India. Whereas there are no plans at present to operate to Norway, the operation of air service to Stockholm in the near future is in view.

**Introduction of high speed passenger  
boat service on West Konkan coast.**

3505. PROF. MADHU DANDAVATE : Will the Minister of TRANSPORT be pleased to state :

(a) whether M/s. Satyagiri Shipping Company Ltd., Bombay have sought clearance from the Centre for its schemes to introduce high speed passenger boat services on the West Konkan coast ;

(b) If so, whether the shipping company has informed the Centre and the State Government that the company is not seeking any financial assistance or subsidy from the Central or State Governments ; and

(c) if so, whether Centre propose to expeditiously clear the scheme in the interest of backward Konkan region ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The Director General of Shipping has received a preliminary proposal from the Company.

(b) The proposal does not contain any application for financial assistance from the Government.

(c) The proposal is being examined with reference to technical viability, safety, etc.

**Modernisation of services of major  
liner operators**

3506. SHRI SANAT KUMAR MANDAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether India's major liner opera-

tors are slow to modernise their services thus enabling non-conference operators to bring containerisation to the country first mostly by transshipment via the Arabian Gulf ;

(b) if so, whether Government have urged the Liner Operators to modernise their services ; and

(c) if so, their reaction thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). The three major Indian liner shipping companies have container oriented vessels and break-bulk vessels and face intense competition from fully container cellular ships owned by foreign shipping for container cargo from Indian Ports particularly, for transshipment for Gulf Ports. Indian shipping companies have been supported by the Government in their efforts to acquire fully cellular container vessels and until such time as these vessels become available the requirement is being met by chartering such type of vessels for the India/U.K. container trade as well as to serve as feeder service.

#### **Imported monotard insuline**

3507. PROF. SAIFUDDIN SOZ : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that monotard insuline required by diabetic patients was being imported from abroad ; and

(b) whether the imported insuline is preferred by doctors and if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) This Ministry has no information.

#### **Construction of Tellichery-Mahe Byepass in Kerala**

3508. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether a request for construction of Tellichery-Mahe Bye-Pass in Kerala has been received by Government ; and

(b) if so, the decision of Government thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Yes, Sir. The alignment for the construction of this bye-pass is under finalisation.

[Translation]

#### **Effects of gas cooked food**

3509. SHRI R. M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the food cooked on gas is injurious to health ;

(b) whether scientists in Britain and America have stated that there are possibilities of causing bronchitis therefrom ;

(c) whether it is a fact that women in rural areas cooking their food on wood and dry cow-dung cakes are exposed to diseases resulting from contamination ; and

(d) if so, the reaction of Indian experts thereon ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) No such information has come to the notice of the Government.

(c) and (d). Women who are using cow-dung cakes are exposed to lot of

smoke containing carbon dioxide, Hydrocarbon and other particles which are known to be injurious to health. These particularly produce lung diseases, such as bronchitis. It is for this reason that Indian experts have developed smokeless chulhas which emit considerably reduced amount of smoke and thus help in prevention of diseases.

[English]

### **Promotional schemes in Taraqqi-e-Urdu Bureau**

3510. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the major promotional schemes undertaken by the Taraqqi-e-Urdu Bureau since inception ;

(b) the total expenditure incurred and achievements of each scheme upto 31st December, 1985 ;

(c) the sanctioned staff strength of the Bureau ; and

(d) the status of the Bureau vis-a-vis the Ministry whether a subordinate or attached office or an integral part of the Ministry itself ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) and (b). A statement is given below.

(c) The sanctioned staff strength of the Bureau for Promotion of Urdu is 72.

(d) The Bureau for Promotion of Urdu is a subordinate office of the Ministry.

### **Statement**

The Taraqqi-e-Urdu Board was set up in 1969 as a central board for advising the Government on production of academic and other kind of literature in Urdu with a view to making available modern know-

ledge to the Urdu knowing people in their own language. The Taraqqi-e-Urdu Board has been reconstituted from time to time. The Bureau for Promotion of Urdu, which functions as a secretariat of the board, was set up as a separate subordinate office of the Ministry in 1977 to carry out the recommendations of the Taraqqi-e-Urdu Board.

### **Publication of Books**

The Bureau for Promotion of Urdu undertakes publication of books with the main objectives of preparing and printing academic literature to enrich and develop Urdu on scientific basis. It also makes available textbooks and reference books to degree level students who want to learn the subject through the medium of Urdu. So far 520 books have been brought out by the Bureau for Promotion of Urdu which include school level textbooks as well as reprints. About 500 titles on different subjects are under various stages on publication. The books printed cover various subjects like Engineering, Medicine, Law, Science and Humanities and are of university level.

About 1,25,000 technical terms have been involved and seven glossaries of Economics, Anthropology, Chemistry, Botany Linguistic Literary terms, Zoology have already been published. Similar technical terminology in 12 other disciplines are under preparation. The expenditure incurred on publications since inception of the Bureau is Rs. 101.33 lakhs.

### **Calligraphy Centres**

In order to preserve and promote the fine art of Calligraphy and to facilitate Urdu book production in the country, the Bureau for Promotion of Urdu has been operating a scheme of setting up Calligraphy Training Centres. The Bureau has set up 31 centres in various parts of the country. 850 trainees have completed calligraphy training through these centres while 600 trainees are undergoing this training. The total expenditure incurred on establishment and running of these centres is about Rs. 46 lakhs.

### Dictionaries

The major projects undertaken by the Bureau for Promotion of Urdu include Urdu encyclopaedia, Urdu-Urdu Dictionary, English-Urdu Dictionary and Urdu-English Dictionary. These are all at various stages of preparation and publication. The total expenditure incurred on these projects so far is Rs. 26.21 lakhs.

The total expenditure incurred by the Bureau for Promotion of Urdu under various sub-heads is given below :

(Rs. in lakhs)

(i) Establishment Charges	87.26
(ii) Publication programmes	101.33
(iii) Projects/Schemes	72.21
(iv) Miscellaneous	10.53
	— — —
Total	271.33
	— — —

### Increase in T.B. cases

3511. SHRI AMARSINH RATHAWA :  
SHRI MOHANBHAI PATEL :

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

(a) whether it is a fact that there is increase in the number of TB cases during the last three years, if so, what are the main reasons ;

(b) whether it is a fact that this disease is very common in poor class people ;

(c) whether it is also a fact that eradication of TB and availability of medicines for its treatment is one of the items in the 20-point Programme ; and

(d) if so, the success achieved so far in the implementation of this programme ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) There is no evidence to show that the prevalence rate due to tuberculosis disease has increased in the country during the last three years. However, due to expansion of Tuberculosis case detection facilities under the programme, more unknown Tuberculosis cases are being detected and reported each year.

(b) The prevalence rate of Tuberculosis disease is comparatively higher in population whose Socio-economic and living conditions are not very satisfactory.

(c) and (d). Tuberculosis is included in 20-Point Programme of the Government of India and is being implemented as Centrally Sponsored Scheme on 50 : 50 sharing basis between Centre and States. Under the Central share Anti-TB drugs and equipments are supplied to District Tuberculosis Centres, Tuberculosis Clinics runs by State Governments as well as the Voluntary Organisations as per Budgetary Provisions, which has been increasing from year to year. With increased supply of drugs more patients are given treatment. Case detection and treatment has been stepped up progressively. In 1982-83 about 10.80 lakhs new T.B. patients were diagnosed and offered treatment. In 1983-84 about 12.54 lakhs patients were brought under treatment. Targets have been laid for detection and offering treatment to 14 lakh new T.B. patients during 1985-86. During the studies conducted recently by National Tuberculosis Institute, Bangalore in a limited area in South India, it has been revealed that mortality rate due to Tuberculosis has come down from about 80 to 53 per one lakh population.

Allocations to States/Union Territories out of Central Road Fund and Guidelines for giving priority to Inter, Intra-State Highways and bridges

3512. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) the allocations made to each State/

Union Territories out of the Central Road Fund for 1986-87 ;

(b) whether the Union Government ensure that the money so allocated is spent on the items for which it is allocated ;

(c) whether there are any guide-lines for giving priority to the construction of Inter-State Highways, Intra-State Highways and bridges and Inter-District roads and bridges as compared to the link roads so as to ensure a smooth flow of road traffic ;

(d) if so, the details thereof ; and

(e) the amount allocated for this purpose for the first year of the Seventh Five Year Plan ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Not yet finalised.

(b) The funds are released to the State Governments only for those works which are sanctioned under Central Road Fund. The funds are released in a lump-sum manner and not work-wise and it is for the State Government to allocate allotted funds for different Central Road Fund Works.

(c) and (d). The objectives of the Central Road Fund as approved by Parliament provides that the Central Road Fund shall be expended for anyone of the following objects, namely :

- (i) Road Research and Intelligence Schemes ;
- (ii) Traffic Studies and Economic Surveys ;
- (iii) Training arrangements for young Engineers ;
- (iv) Schemes of all-India importance such as those leading to the removal of regional imbalance such as helping in the development of tribal areas, backward regions, promoting inter-State

Communication facilities, helping in combating anti-social and criminal elements etc., promotion of tourism, agricultural marketing areas links etc., part contribution to programme for setting up drivers, conductor's and cleaners' road side resting places and passengers way-side facilities on State roads etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Under-takings etc., likely to be lost sight of by the road authorities concerned in the midst of other activities.

(e) Rs. 919.50 lakhs.

#### Stoppage of Neelachal Express at Bhadrak and J.K. Road Stations

3513. SHRI K. PRADHANI : Will the Minister of TRANSPORT be pleased to state :

(a) whether consequent on the conversion of Neelachal Express into a daily train, representations have made to provide stoppages of the train at J.K. Road and Bhadrak Stations ; and

(b) if so, Government's decision thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir, requests have been received for stoppage of 175/176 tri-weekly Neelachal Express and 915/916 New Delhi-Puri Express (4 times a week) at these stations.

(b) It has been decided to provide stoppage of these trains at Bhadrak from 1.4.86. Stoppage at Jajpur Keonjhar Road has not been found justified.

#### Non-transfer of land holding development of Cochin Airport

3514. SHRI T. BASHEER : Will the Minister of TRANSPORT be pleased to state :

(a) whether the development of Cochin

Airport has been held up because the required land from the Naval authorities has not yet been transferred ;

(b) if so, what are the reasons for not transferring the said land ; and

(c) what steps Government have taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c). Do not arise.

**Construction of fertilizer berth at Paradip Port**

3515. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether construction of a fertilizer berth at Paradip Port is going on ;

(b) if so, since when and the time by which it is to be completed ; and

(c) the progress made so far in completion of the construction of the berth ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). The construction of the Fertilizer Berth at Paradip Port commenced in October, 1983. The Berth has already been completed and commissioned.

**Conversion of metre gauge to broad gauge line in Saurashtra Region of Gujarat**

3516. SHRI MOHANBHAI PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the conversion of metre gauge line into broad gauge in Saurashtra Region of Gujarat State has been completed ; and

(b) if not, upto which station the work has been completed and by when the rest of the work is likely to be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Viramgam-Okha-Porbander conversion project (from MG to BG) has been completed and commissioned in 1984. Some residual works are, however, in progress, which will get completed in due course depending on availability of resources.

**South Asian Archaeological Congress**

3517. SHRI ANAND SINGH :

SHRI MAHENDRA SINGH :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether at the South Asian Archaeological Congress held at New Delhi which concluded on January 20, 1986, the need for evolving a common archaeological policy for the SAARC region was stressed ;

(b) if so, what steps are contemplated in that direction ; and

(c) what other major suggestions and observations were made at the Congress and what is the Government's reaction thereto ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) Yes, Sir.

(b) As recommended by the South Asian Archaeological Congress, a National Committee is to be constituted by each country to prepare a National Document on Archaeological Policy.

(c) The major suggestions and observations made by the Congress are as indicated in the statement given below. Government considers that the suggestions and observations would be of mutual benefit to the SAARC countries.

**Statement**

A Congress of South Asian Archaeology be held every year with an exhibition

of recent archaeological finds. The Congress and Exhibition be hosted by each SAARC country by rotation. The General President of the First Archaeological Congress *i.e.* India may continue to hold the Office till the successor is elected at the next Congress ;

2. Exchange of scholars, archaeological material and publications may take place bilaterally and multilaterally between SAARC countries ;

3. Training facilities available in the SAARC countries may be shared among the other SAARC countries by organising the training programme ;

4. Each member country may set up nucleus of Documentation Centre on standardized format for archaeological data ;

5. Each SAARC country may identify weakness in the existing legislation on antiquities and art treasures and take appropriate measures to rectify the defects by mutual consultation ;

6. The SAARC countries may institute a series on art and archaeology with a view to highlight common links in the cultural heritage of the region ; and

7. Each SAARC country may identify areas where collaborative field work could be undertaken to the mutual benefit in the fields of study and documentation of excavated remains, study of art, architecture, iconography, numismatics and epigraphy.

#### Family planning programme in India and other countries

3518. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that Pakistan, Bangladesh, Singapore and Indonesia are much more advanced in the field of family planning programme than India ; and

(b) if so, the reasons thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR : (a) and (b). Reduction in Birth Rate is the principal parameter of measuring the success of a Family Planning Programme. According to the data published in the World Development Report, 1984, the crude birth rates for 1960 and 1982 have been reported as follows .:

Country	Crude birth rates (per thousand population)	
	1960	1982
India	48	34
Bangla Desh	47	47
Indonesia	44	34
Pakistan	49	42
Singapore	39	17

Success of population control programme in a country depends upon a number of factors such as the size and population of the country, its socio-economic conditions, cultural and historical factors, etc.

#### Expenditure on doubling, gauge conversion and electrification of railway lines

3519. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state how much money has been spent on doubling, gauge conversion and electrification of railway lines during the last three years and will be spent during the next five years-year-wise details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) :

	Amount spent in 3 years (83-84 to 85-86)	Proposed outlay during the VII Plan
Doubl- ing	Rs. 209.78 crores	No specific allo- cation has been made in the Plan for doublings separately. Rs. 1150 crores has been provided for line capacity works which include doubling.
Gauge Conver- sion	Rs. 174.78 crores	Rs. 150 crores.
Electrifi- cation	Rs. 333.98 crores	Rs. 830 crores.

**Awarding of jobs for repairs of vessels to various firms by IWT, Patna**

3520. SHRI VIJOY KUMAR YADAV : Will the Minister of TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 5029 dated 25 August, 1983 regarding repair jobs given by Inland Water Transport Patna to a firm owned by Mr. Dilip Roy of Calcutta and state :

(a) whether an enquiry Committee headed by a Chief Engineer was accordingly set up to find out irregularities committed by the Regional Office of the I.W.T., Patna in awarding jobs for repairs of vessels to various firms ;

(b) if so, whether the Committee has submitted its report ;

(c) if so, the findings thereof and the action taken against the delinquents found, if any ; and

(d) if not, the reasons therefor and the action proposed to be taken against the delinquents ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Yes, Sir.

(c) The enquiry has revealed that while there were procedural irregularities, taking the overall position of expenditure on repairs and earnings, it appears that no serious damage has been done and that the responsibility could not be fixed on any particular Officer.

(d) Does not arise.

[Translation]

**Linking Sagar by Vayudoot**

3521. SHRI NANDLAL CHOUHDARY : Will the Minister of TRANSPORT be pleased to state :

(a) whether any representation containing a demand to link Sagar (Madhya Pradesh) through Vayudoot route has been received ;

(b) if so, the time by which a decision will be taken to link Sagar through Vayudoot service ; and

(c) whether the aerodrome near Sagar will be developed or whether Government propose to construct a new aerodrome for this purpose ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Vayudoot has no plans at present to airlink Sagar by its services.

(c) The State Government of Madhya Pradesh had plans to develop the airstrip at (Dhana) Sagar.

**Road accidents in Delhi**

3522. SHRI KAMLA PRASAD RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) the number of road accidents which took place in Delhi during 1985-86 ; and



(b) the number of persons killed and injured in these accidents and the amount of compensation paid to the families of the deceased ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). According to the information furnished by Delhi Administration, during the period from 1-1-1985 to 28-2-1986, the total number of road accidents that took place in Delhi is 7254, the number of persons killed is 1486 and the number of persons injured is 7160.

During 1985-86, the total amount of compensation paid has been Rs. 1,31,59,773.88.

#### Railway lines in Santhal Parganas in Bihar

3523. SHRI SALAHUDDIN : Will the Minister of TRANSPORT be pleased to state :

(a) whether most of the area of Santhal Parganas in Bihar is deprived of railway services ;

(b) whether Government have made any provision in the Seventh Five Year Plan to lay new railway lines in Santhal Parganas ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). The existing Railway lines, together with a good network of roads, serve the Santhal Pargana area. There is at present no proposal for taking up any further new lines, in the Seventh Five Year Plan in view of the severe constraint of resources and heavy commitments already in hand in respect of the on-going projects.

[English]

#### Low female literacy

3524. SHRI P. MANIK REDDY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether low female literacy is a world wide phenomenon ;

(b) if so, position in the country in this regard and steps taken/proposed to improve the female literacy ; and

(c) the Central assistance given to States during Sixth Plan and proposed under Seventh Plan ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) Yes Sir.

(b) As per the 1981 census, percentage of literacy among women in India (excluding Assam) was 24.82% as compared to 46.89% for men.

#### Measures taken/proposed to improve female literacy

The Government is seized of the problem of illiteracy among women particularly in rural and Adivasi areas. The following special measures have been taken to encourage literacy among women in the country :

(i) The State Governments/Union Territories have been specially advised to ensure that atleast 50% of the learners in adult education centres are women ;

(ii) Priority is given to opening of adult education centres in predominantly rural and Adivasi areas having literacy rate below the national average in general and female adult literacy in particular ;

(iii) The State Governments and Union Territories have been requested to locate adult education

centres in the bastis of Scheduled Castes/Tribes as far as possible ; and

- (iv) To encourage voluntary organisations to run literacy centres exclusively for women, grant-in-aid rules have been relaxed to permit voluntary agencies working in the field of adult education to take up a minimum number of five centres against the normal practice of running thirty centres.

### *Achievement*

As a result of those measures, 9.84 million adult female illiterates have been enrolled out of total coverage of nearly 23 million during the Sixth Five Year Plan (1980-81 to 1984-85). During 1985-86, against the stipulated target of enrolment of 75.45 lakhs, 70.36 lakh learners have been enrolled by the end of December, 1985, out of which 38.14 lakhs were women (54.20%).

(c) No separate provision of assistance was made to States for education of adult illiterate women during Sixth Plan. An expenditure of Rs. 96.00 crores was incurred on Adult Education Programme under Central Sector which included expenditure on adult illiterate women. An outlay of Rs. 130 crores have been provided for adult education programme for Seventh Five Year Plan, out of which substantive amount is likely to be incurred on female adult literacy.

### **Testing of food samples of food products meant for inter-State sale**

3525. SHRI P. R. KUMARAMANGALAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether amendment to Prevention of Food Adulteration Act, 1954 will enable Central Government Laboratories to draw food samples of food products meant for inter-State sale in any part of the country in USA ;

(b) whether Union Government would

also consider to recognise established Laboratories of voluntary agencies for purpose of prosecutions ; and

(c) whether similar enactments are also proposed for Drugs ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :

(a) Central Food Laboratories analyse appeal samples under the provisions of P.F.A. Act and hence they can not draw samples of food articles meant for inter-State sale to check adulteration.

(b) There is no proposal at present to recognise laboratories of voluntary agencies for the purpose of prosecution.

(c) There is no proposal to recognise laboratories run by voluntary agencies as statutory laboratories under the Drugs and Cosmetics Act and the Rules.

### **Opening of laboratories to check adulteration of food and drugs**

3526. DR. G. VIJAYA RAMA RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that several States do not have adequate testing laboratories and facilities for checking food and drug samples compared to the annual turnover of these items and if, so, remedial steps taken/proposed to help such States ;

(b) whether Government will set up States-wise Reference Laboratories to check food and drugs which are sold outside that particular State ; and

(c) whether cases of adulteration of food and drugs are on the increase or decrease and whether a position paper on the subject will be brought out ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :

(a) Yes, Sir. The States/U.Ts. have been repeatedly urged upon to equip their testing laboratories for food and drugs.

(b) There is no proposal to set up State-wise Reference Laboratories to check food and drugs which are sold outside that particular State.

(c) (i) An analysis of a number of samples of drugs by the Drug Testing Laboratories revealed that between 15 and 18% of the samples tested were found to be sub-standard.

(ii) Annual reports on working of P.F.A. Act during 1982 to 1984 show that adulteration in food was in the range of 12.9 to 12.2 per cent.

#### **Admission policy of Christian Mission Schools**

3527. SHRI BRAJAMOHAN MOHANTY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether in Christian Missionary schools admission policy is discriminatory and people belonging to certain religious community are favourably treated in respect of admission, fees and other matters than others ; if so, details thereof ;

(b) whether by such policy the secular fabrics of the nation are being weakened ; and

(c) whether Government have taken any step to introduce uniform policy of admission in schools and colleges run by Christian Missionaries ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). Information is being collected from the States/Union Territories.

#### **Irrigation Techniques**

3528. SHRI K. RAMAMURTHY : Will the Minister of WATER RESOURCES be pleased to state :

(a) the steps taken for implementing

the system of cost-effective plastic irrigation water conveyance techniques, covering soil with plastic film to cover moisture, providing controlled environment to plants in hostile climates through green houses, tunnels and cover bags using plastic containers for packing farm commodities, and using PVC pipes in the irrigation sector ; and

(b) the action taken on the Report of Dr. G. V. K. Rao Committee in this regard ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) (a) and (b). The National Committee on use of Plastics in Agriculture headed by Dr. G.V.K.Rao identified areas of application in irrigation sector which include lining of water conveyance systems, plastic pipes in distribution network, drip and sprinkler irrigation. Plastic lining is being tried by some State Governments in certain irrigation projects. PVC pipes are also being tried in distribution systems of tubewells. Further, subsidies are being provided by Central Government for encouraging the use of drip and Sprinkler irrigation.

[Translation]

#### **Copy-right of articles published in journals**

3529. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that a demand has been made to Government that the copy-right of articles published in journals and magazines be given to the writers and journalists instead of the proprietors ;

(b) if so, whether Government propose to consider the demand ; and

(c) if so, by what time and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) No, Sir.

According to the Copyright Act, 1957 (14 of 1957), the author of a work is generally the first owner of copyright. However, if a literary, dramatic or artistic work is made by the author in the course of his employment by the proprietor of a newspaper, magazine or similar periodical under a contract of service or apprenticeship, for the purpose of publication or reproduction in the newspaper, magazine or similar periodical, the said proprietor shall, in the absence of any agreement to the contrary, be the first owner of copyright to that extent. In all other respects, the author remains the first owner of the copyright in the work.

(b) and (c). Do not arise.

[English]

**Demand of South Indian Film Chamber of Commerce for Censorship Code**

3530. SHRI VAKKOM PURUSHOTHAMAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any demand from the South Indian Film Chamber of Commerce by having a uniform Censorship Code ; and

(b) whether the yardstick is the same for censorship in the case of foreign films and Indian films ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) Yes, Sir.

(b) All films are examined by the CBFC in accordance with the provisions of the Cinematograph Act 1952 and the guidelines issued thereunder. These guidelines are common for all films. According to these guidelines, the Board shall *inter alia* ensure that the film is examined in the light of contemporary standards of the country and the people to which the film relates.

**Promotion of South-East Asian languages by University Grants Commission**

3531. SHRIMATI KISHORI SINHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether University Grants Commission is promoting study of South-East Asian languages in our universities ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). According to the information available with the University Grants Commission, only Jawaharlal Nehru University has provision for teaching of one of the South-East Asian languages, viz. Bhasa-Indonesia at the pre-degree and diploma levels. Under its area studies programme the UGC has identified universities for assistance to undertake in-depth studies relating to the History, Culture, Civilisation, Geography, Economy, Literature, etc., of a country/region. The Commission provides assistance for creation of facilities for teaching of the language of the country/area concerned to the research scholars as a part of the area studies research programme.

**Tillari Project**

3532. SHRI SHANTARAM NAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) the progress of Tillari Project in Maharashtra being constructed by the State of Maharashtra and Union Territory of Goa, Daman and Diu, jointly ; and

(b) details of the project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b). The Tillari Irrigation Project estimated to cost Rs. 85 crores comprises construction of a dam on Tillari river near Tillarwadi village in Sawantwadi Taluka in Sinddurg district in Maharashtra, a pick up

weir at Tarwan Medhe and canal system on both banks of the river. The project envisages annual irrigation of 10,348 hectares in Maharashtra and 26316 hectares in Goa. The Central Water Commission has sent their comments on various aspects of the project to the State Government for clarification. Pending approval of the project by the Planning Commission, the two States Governments have started some works on the pick up weir and the canal system. The expenditure incurred upto end of Sixth Plan (March 1985) by Maharashtra is Rs. 3.58 crores and that by Goa, Daman and Diu, Union Territory is Rs. 13.67 crores.

**Utilisation of services of retired teachers for non-formal schools**

3533. SHRI R.P. DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have any proposal in regard to utilising the services of retired teachers for the non-formal schools ;

(b) if so, the main features of the proposal ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). Under the existing scheme being implemented by the Government of India the instructor in a non-formal education centre is appointed by the agency managing it that is the State Government or voluntary agency concerned. The existing scheme does not specifically provide for or prohibit use of retired teachers as non-formal education instructors.

**Halting Station near HUPCO colony in Bijapur on Sholapur Hubli line**

3534. SHRI S.M. GURADDI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to

establish a Halting Station near HUPCO colony in Bijapur on Sholapur Hubli line ;

(b) whether railways have completed their survey in this regard ; and

(c) if so, what are the findings of the survey in the opening of Halting Station at HUPCO colony ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir.

(c) The proposal has been found justified.

**Airport prone to the problem of bird-hits**

3535. SHRI DIGVIJAY SINH : Will the Minister of TRANSPORT be pleased to state :

(a) the number of commercial airports surveyed and declared prone to the problem of bird-hits to aeroplanes ;

(b) whether any recommendations to avoid the risk of bird-hits have been carried out ; and

(c) the number of airports which have encroachments and are likely to create bird-hits have been evicted ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Whereas no airport has been declared prone to the problem of bird-hits to aeroplanes as such, an ecological study of bird hazards has been conducted at Bombay and Delhi airports. Calcutta airport has also been surveyed.

(b) Recommendations in regard to the removal of trees and shrubs, compaction of earth for better drainage, removal of ditches to prevent water stagnation have been implemented.

(c) In addition to Bombay and Calcutta International Airports, six other domestic aerodromes have encroachments on public

land. The question of removal of encroachments has already been taken up with local governments.

#### **Jobs for Calcutta based seamen**

3536. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Calcutta based seamen are not getting jobs as was agreed to by Government ; and

(b) if so, the remedial measures proposed to be taken by Government ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Efforts were made to get the Seamen's Union at Bombay and Calcutta to agree to a percentage distribution of jobs between Bombay seamen and Calcutta seamen with a view to solving problem of unemployment at Calcutta. A meeting was held by Director General of Shipping on 27.3.1973 with the representatives of shipowners and seamen unions of Bombay/Calcutta. In this meeting it was considered that in future in case of every new ship, efforts should be made to take more crew from Calcutta as far as possible with a view to reach and maintain the ratio of 70 : 30 between Bombay and Calcutta. However, the Bombay union did not agree to this formula.

(b) To regulate the employment opportunities for the seamen in general roster at Calcutta, the Director General of Shipping has issued the following orders :

- (i) For all categories of seamen, the company roster to be increased to 185% of jobs.
- (ii) In all called musters, the selection will be in the ratio of 75 : 25 basis for company roster and general roster respectively.
- (iii) In some of the categories in company rosters, the strength is more than 225%. In such cate-

gories, the selection will be confined to the company roster seamen.

- (iv) If the 75 : 25 ratio is deviated in any selection for any reason, i.e., absence of seamen required, rejection on medical or other grounds etc. the requisite percentage will be made up in subsequent selections to maintain the ratio of 75 : 25.

#### **[Translation]**

#### **Utilisation of funds provided for modernisation and extension of railway lines**

3537. SHRI DAL CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state :

(a) whether the amount provided for modernisation and extension of railway lines is being utilised fully ; and

(b) if not, whether this amount can be spent for laying new railway lines in backward areas ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Does not arise.

#### **[English]**

#### **Charging of DTC bus fares according to distance**

3538. SHRI KAMLA PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that Delhi Transport Corporation bus fare is not being charged according to distance but is charged according to the fare stages or stops ;

(b) if so, the reasons therefor ; and

(c) whether there is any proposal to review the fare stages so as to bring them

in conformity with the distance so that no commuter is charged excess fare for less than six kilometres ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) and (b). In order to rationalise the system of calculation of fares payable by the commuters, on any route, fare stages have been fixed at a distance of 2 Kms. and the fare is charged from fare stage to fare stage, irrespective of the fact whether a passenger boards the bus at any intermediate point situated in-between the two stages.

(c) No such proposal is under consideration of the Corporation.

**Introduction of express trains between  
Karimganj/Dharmanagar and  
Guwahati and Tinsukia**

**3539. SHRI SUDARSAN DAS :** Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the fact that passengers from Tripura and Karimganj District of Assam travelling to Guwahati and upper Assam have to suffer a lot in the absence of any direct express train from Dharmanagar in Tripura or Karimganj in Assam ; and

(b) if so, the steps proposed to be taken for introduction of express trains from Karimganj or Dharmanagar to Guwahati and Tinsukia ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) Yes, Sir.

(b) Due to acute shortage of coaches and diesel locomotives, it is not possible at present to introduce any express train between Karimganj/Dharmanagar and Guwahati or Tinsukia. However, it has been decided to introduce a three tier sleeper coach service between Guwahati and Dharmanagar from 1-4-1986.

**Files on hiring of private buses by DTC  
found missing**

**3540. SHRI MANIKRAO HODLYA  
GAVIT :**

**SHRI SUBHASH YADAV :**

**PROF. RAMKRISHNA  
MORE :**

**SHRI KAMLA PRASAD  
SINGH :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that files on hiring of 200 private buses by the Delhi Transport Corporation in 1984 containing policy guidelines on engaging private buses were found missing ;

(b) if so, the details thereof ;

(c) whether any inquiry into the matter has been conducted ; and

(d) if so, the outcome thereof and the action taken or proposed against the officers held responsible ; if any ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) Yes, Sir.

(b) DTC has reported that their file containing papers regarding policy decisions about the engagement of 200 private operator's buses against advertisement given in October, 1983, is not traceable.

(c) and (d). The services of senior officer, who was dealing with the subject, have since been terminated, under rules.

**Dive-Mangalore Coastal Railway**

**3541. SHRI HUSSAIN DALWAI :** Will the Minister of TRANSPORT be pleased to state :

(a) what is the stage of construction of Dive-Mangalore Coastal Railway at present ;

(b) what is the total length of this railway route ; and

(c) in Sixth Five Year Plan how much length has so far been covered and what is the amount so far spent on this Coastal Railway ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** From Dive end, rail line has been constructed upto Nagothane and the work on the section from Nagothane to Roha is in advanced stage of progress.

(b) Length of line from Roha to Mangalore is expected to be approximately 825 Kms.

(c) In Sixth Five Year Plan, expenditure incurred on the approved work of construction of new line between Apta and Roha (62 Kms.) is about Rs. 13.96 crores.

#### Imported hospital equipments

3542. **SHRI MOOL CHAND DAGA :**  
**PROF. RAMKRISHNA MORE :**

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

(a) the details of the imported sophisticated equipments imported for Central Government hospitals especially in Delhi since 1982 onwards till December, 1985 giving names of hospitals, names of exporting countries and price paid in each case ;

(b) whether the same were purchased direct from the foreign countries or through agents and who were the agents and how much commission was paid in each case ;

(c) whether it is a fact that most of the equipments are lying idle and out of order since the agents who were supposed to arrange repairs are not traceable ; and

(d) if so, details thereof and action proposed to be taken in this regard ?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE**

(SHRI S. KRISHNA KUMAR) : (a) and (b). A statement is laid on the Table of the House.

[Placed in Library. See No. LT 2471/86].

(c) and (d). It is not correct to state that most of the equipments are lying idle and out of order. In fact, most of them are on use. Expeditious action is taken to get the equipments repaired whenever these go out of order.

[Translation]

#### Rail fares in hilly areas of Himachal Pradesh

3543. **SHRI K.D. SULTANPURI :**  
Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for reducing the gradation of Railway Stations in Himachal Pradesh ;

(b) whether the railway fares in these hilly areas are more than that of road transport ; and

(c) if so, whether Department of Railways will consider reducing the railway fares in hilly areas so that more passengers may travel by trains than by road transport ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) During the last one year, no station has been downgraded. However, goods booking has been stopped at some stations where the traffic was meagre, as a measure of economy.

(b) The railway second class fares are lower on Pathankot-Joginder Nagar section but higher on Kalka-Simla section, as compared to road.

(c) At present, there is no such proposal.



**Proposal to discontinue operation of private buses under DTC**

3544. SHRI BANWARI LAL BAIRWA : Will the Minister of TRANSPORT be pleased to state :

(a) the number of private buses plying under Delhi Transport Corporation ;

(b) whether Government propose to discontinue the operation of all these private buses ; and

(c) the increase in Delhi Transport Corporation's earnings, per day after the increase in the bus fares ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) As on 17.3.86, the number of private buses plying under Delhi Transport Corporation under K.M. Scheme is 1368 (1324 standard size and 44 mini buses).

(b) No such proposal is under consideration.

(c) As a result of increase in the bus fare, over the last 4 weeks, DTC have reported on average increase of Rs. 12.81 lakhs per day in its earnings.

[English]

**Renovation of canals**

3545. SHRI AMAR ROYPRADHAN :  
SHRI CHITTA MAHATA :  
SHRI RAMASHRAY PRASAD SINGH :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that a scheme has been prepared by the Centre to renovate all the canals in the country during the Seventh Plan period ; and

(b) if so, the details thereof and the steps Government propose to take for their proper maintenance ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b). No, Sir. Irrigation being a State subject, measures for renovation of canals and their proper maintenance are taken by the State Government concerned.

**Terms and conditions for seamen recruited in India for foreign vessels**

3546. SHRI VIJAY N. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the seamen recruited in India for foreign flag vessels join under terms and conditions different from those applicable to seamen of other countries ;

(b) if so, the reasons therefor ;

(c) whether Government have taken up this matter with any international agency ; and

(d) if so, the details of the negotiations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes. Indian seamen are employed as per the Indian National Maritime Board agreement on foreign flag vessels whereas seamen from other countries are employed on their own Nation's Maritime Board agreements.

(b) Parity in respect of Indian seamen and foreign seamen would mean loss of jobs for Indian seamen on foreign flag vessels because it would no longer be attractive for foreign shipowners to employ Indian seamen on their vessels. Moreover, disparity in wages between Indian seamen employed on foreign ships would distort the employment conditions in the Indian shipping industry.

(c) and (d). Employment of seafarers is governed by bi-partite agreement between shipowners and seafarers to which Government is not a party.

**Decline in operational strength and tonnage of Indian Merchant Shipping fleet**

3547. SHRI YASHWANTRAO GADAKH PATIL :

SHRI RADHAKANTA DIGAL :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the operational strength and tonnage of the Indian Merchant Shipping fleet has declined during 1985-86 ;

(b) if so, the reasons therefor and details thereof ; and

(c) measures taken or proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir.

(b) During 1985 more tonnage was scrapped compared to tonnage added, which resulted in decline in Indian shipping tonnage. Indian shipping tonnage which stood at 6.37 million GRT on 1.1.1985, declined to 5.95 million GRT on 31-12-85.

(c) Acquisition of new and second hand tonnage would be permitted to reach the target, decided by the Planning Commission, of net operational tonnage at the end of the 7th Plan fixed at 7.5 million GRT in addition to 0.75 million GRT to be delivered during the 8th Plan. This would include replacement of over-aged tonnage of 2.5 million GRT subject to availability of funds.

**Introduction of Vayudoot service in Andaman and Nicobar Islands with concessional air fare**

3548. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Government propose

to introduce Vayudoot service in the Union territory of Andaman and Nicobar for inter-island travelling, with concessional air fare ;

(b) if so, steps proposed in this regard ; and

(c) details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c). Do not arise.

**New strategy for mosquito control**

3549. SHRI LAKSHMAN MALLICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Indian Council of Medical Research has evolved a new strategy for mosquito control ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) Laboratory and field experiments have shown that the application of expanded polystyrene beads can completely suppress mosquito breeding in certain situations such as wells, overhead tanks, pits etc. The mosquito breeding does not occur as long as the beads are present on the water surface. The expanded polystyrene beads have long life and do not degenerate or decay. The method is simple and environmentally safe. It is being applied in the control of mosquito breeding in field areas by the Malaria Research Centre of the Indian Council of Medical Research.

[Translation]

**Introduction of link train between  
Delhi-Bikaner**

3550. SHRI MANPHOOL SINGH CHAUDHARY : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal for introduction of a link train between Delhi and Bikaner ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Two pairs of Mail/Express trains already link Bikaner with Delhi. In addition, a link express is proposed from 1-4-1986 between Bikaner and Loharu, which will connect Shakhawati Express running between Jaipur and Delhi via Loharu.

[English]

**Ahmedabad circular train**

3551. SHRI RANJIT SINGH GAEKWAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received a proposal regarding starting of a circular train to relieve over congestion in Ahmedabad ;

(b) whether preliminary survey for the proposed circular train has been made ;

(c) if so, details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). Metropolitan Transport Project (Railways), Bombay at the instance and cost of Ahmedabad Urban Development Authority and Ahmedabad Municipal Corporation is conducting a Techno-Economic Feasibility Study for Commuter Railway

Line within the city of Ahmedabad. Preliminary report covering details of various alignments and technical details has been submitted to the Ahmedabad Development Authority for eliciting their views.

[Translation]

**Replacing old railway lines and conversion  
of lines into B.G. in Rajasthan**

3552. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any memorandum making a request to the effect that while implementing the decision for replacing the old railway lines by new ones in Rajasthan the work for converting these lines into broad gauge lines should also be taken up ; and

(b) if so, reaction of Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Gauge Conversion project involves complete change of system and not merely change of rails. Substantially large expenditure has to be incurred in carrying out modifications to existing bridges, formation, sleepers, ballast and yard layouts and structures to suit the dimensions for the broad gauge.

[English]

**Shifting of Flood Forecasting Division  
from Burla, Orissa**

3553. SHRI CHINTAMANI PANIGRAHI :

SHRI ANADI CHARAN DAS :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any proposal before Government to shift the Central

Flood Forecasting Division, Burla to any place outside the State of Orissa ; and

(b) if so, the reasons why such a step is being thought of now ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No, Sir.

(b) Does not arise.

[Translation]

**World Bank aid for Maharashtra's irrigation projects**

3554. SHRI VILAS MUTTEMWAR : Will the Minister of WATER RESOURCES be pleased to state :

(a) the criteria laid down for approval of irrigation projects by the Central Water Commission and the projects for which grant is given by the World Bank ; and

(b) the names of the irrigation projects in Maharashtra which have received grants from the World Bank and the amount of grants received ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Techno-economic viability, conformity with the National Plan priorities, availability of funds in the State Plan, inter-State aspects, environmental impact, clearance to release of forest lands under the Forest Conservation Act of 1980, cost benefit ratio etc. are the factors generally considered by Government of India while clearing irrigation projects and also while considering projects for external assistance. As far as possible care is also taken to ensure that there is an even regional spread of projects among the States.

(b) Irrigation projects in Maharashtra which have received World Bank Assistance/Loans are indicated below :

Sl. No.	Name of the Project with number	Agency	Amount of Assistance (US \$ Million)
1.	Purna Irrigation Project (Credit 23-IN)	IDA	13.000
2.	Maharashtra Irrigation Project (Credit No. 736-IN)	IDA	70.000
3.	Second Maharashtra Irrigation Project (Credit 954-IN)	IDA	210.000
4.	Maharashtra Water Utilisation Project (Credit 1383-IN) (Loan 2308-IN)	IDA IBRD	32.000 22.700
5.	Maharashtra Composite Irrigation III Project (Credit No. 1621-IN)	IDA	160.000
MULTISTATE			
6.	Gujarat, M. P. & Maharashtra		
	Narmada River Development (Gujarat)		
	Sardar Sarovar Dam and Power Project.		
	Credit 1552-IN	IDA	100.000
	Loan 2497-IN	IBRD	200.000

[English]

**Causes for tardy progress of elementary education in states**

3555. SHRI SOMNATH RATH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be please to state :

(a) the States which could not achieve the targets of elementary education during the Sixth Five Year Plan ; and

(b) whether most of the States are diverting funds allotted for priority education programmes to other sub-sectors of education ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) The Sixth Five Year Plan had fixed a national target of 95.2% enrolment in the age-group 6-11 at primary level and 50.3% enrolment in the age-group 11-14 at the middle level. The States and Union Territories that are projected to have achieved less than 95.2% enrolment in primary education are :

Andhra Pradesh, Assam, Bihar, Haryana, Jammu & Kashmir, Karnataka, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and Dadra and Nagar Haveli.

The States and Union Territories that are projected to have achieved less than 50.3% enrolment at the middle level are :

Andhra Pradesh, Bihar, Madhya Pradesh, Meghalaya, Nagaland, Orissa, Rajasthan, Uttar Pradesh, Arunachal Pradesh and Dadra and Nagar Haveli.

(b) The Sixth Plan outlay for elementary education was Rs. 851 crores in the State Sector. As against this the expected expenditure is Rs. 867 crores which does not indicate that most states have been diverting funds away from elementary education sector.

**Supply of wagons for fodder from Punjab to Karnataka**

3556. SHRI V. S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) how many railway wagons have been provided for the movement of fodder from Ludhiana and Khanna in Punjab to Karnataka ; and

(b) whether the wagons have been provided free of cost ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 65 wagons were loaded from Ludhiana in January 1986. No traffic was offered at Khanna in the recent past.

(b) No, Sir.

**Shipping Development Fund Committee**

3557. SHRI K.S. RAO : Will the Minister of TRANSPORT be pleased to state :

(a) the broad objectives and role of Shipping Development Fund Committee ; and

(b) whether Government are contemplating any changes in the functioning of Shipping Development Fund Committee in the light of past experience ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The broad objectives of Shipping Development Fund Committee are (i) to facilitate the growth of Indian shipping tonnage through grant of loans and financial assistance to Indian shipping companies for acquisition and maintenance of ships ; and (ii) to function as Ship Acquisition Committee for making recommendations to Government on proposals for acquisition of ships.

(b) Yes, Sir.

### Admission policy of J.N.U.

3558. SHRI SURESH KURUP : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the removal of the facility of provisional admission to the courses of Jawaharlal Nehru University is creating difficulties for students in various parts of the country ; and

(b) if so, whether Government would take adequate measures to remove this flaw in the admissions to Jawaharlal Nehru University ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) No, Sir. In terms of the admission policy such of the candidates who meet the eligibility requirements as well as those who are due to appear in the respective qualifying examinations are eligible to take the entrance examination provided they fulfil the requirement of requisite marks/grade point average either in the qualifying examination or in the previous public examination passed by them.

The students admitted to the courses are now required to submit the result of the qualifying examination by the prescribed date.

(b) Does not arise.

### Help to States for setting up Central libraries

3559. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government help backward States to set up State/Central libraries ;

(b) if so, the name of the States to whom help has been given, location of libraries set up and the amount so far spent on them ;

(c) whether it is proposed to set up a

Central library in Sikkim, as this State has no big library of its own ; and

(d) if so, the details thereof and if not, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

### N.B.T. scheme to subsidise publication of books in regional languages

3560. SHRIMATI BASAVARAJESWARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether National Book Trust has any scheme to subsidise the publication of books in regional languages ; and

(b) if so, details of the scheme and the books published during the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) Yes, Sir.

(b) The N.B.T. have been implementing the Scheme to subsidise University Level Text and Reference books in English since 1970. The scope of the Scheme, which was originally confined to English books, has since been extended to cover books in Hindi language since July 1982 and other regional languages since April 1984. The broad objective of the Scheme is to make available to students, books of acceptable standard at reasonable prices. Manuscripts received under this Scheme are scrutinised and only such manuscripts which are considered as "Excellent" and are recommended by an eminent expert are approved for publication. The books are thereafter published by private publishers and 50% of the approved cost of

production is granted as subsidy. The price per copy is fixed at 2 times the actual cost of production. Eighteen titles in Hindi have been subsidised during the period April 1983 to February, 1986. A book in Kashmiri language and another in Marathi language are likely to be brought out during 1986-87.

#### Conversion of Guntur-Hubli M.G. line

3561. SHRI KATURI NARAYANA SWAMY : Will the Minister of TRANSPORT be pleased to state :

(a) whether a proposal for converting the Metre Gauge railway line between Guntur and Hubli is being considered ; and

(b) if so, when is the work on the project of conversion likely to be taken up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Survey for conversion between Guntur and Dronachallam with parallel BG line between Dronachallam and Guntakal has been taken up. Guntakal to Hospet is already connected by broad gauge.

There is at present no proposal to take up conversion of the Section beyond Hospet to Hubli.

#### Proposal for merger of Mogul Line Limited with Shipping Corporation of India

3562. SHRI GURUDAS KAMAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Mogul Line Limited is to be merged with Shipping Corporation of India ;

(b) whether it is also a fact that the merger will wipe out the entire equity capital and reserves of the Shipping Corporation ; and

(c) if so, the remedial measures proposed to be taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Yes, Sir.

(c) No decision has been taken by Government on the proposal of SCI to write-off losses of Mogul Lines Limited.

[Translation]

#### Setting up of museum of manuscript of Ramayana

3563. SHRI NIRMAL KHATTRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is proposed to set up at Ayodhya a museum of manuscripts of Ramayana, which have been translated from time to time in various languages, keeping in view its cultural and archaeological importance, and if so, details thereof ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) and (b). "Muscum" is a State subject. The Central Government has no plan to set up a museum of manuscripts of Ramayana at Ayodhya.

[English]

#### Calicut bye-pass in Kerala

3564. DR. K.G. ADIYODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that due to non-sanctioning of funds and non-issue of administrative approval, the work on National Highway bye-pass at Calicut in Kerala is at standstill ; and

(b) if so, the action proposed to be taken to speed up the work without delay ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The alignment for the Calicut bye-pass has been approved and an estimate for Rs. 3.24 lakhs has been sanctioned for carrying out investigatory work for bridges. Further proposal for land acquisition for Phase-I is under examination.

**Construction of airport in Lakshadweep islands**

3565. SHRI P.A. ANTONY : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to set up an airport in Lakshadweep islands ;

(b) whether the site has been located ; and

(c) when is the construction work likely to be started ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). A proposal for construction of an airport at Agatti island in Lakshadweep is under consideration.

(c) As soon as the project is approved of by the competent authority.

**Scheme for welfare and protection of distressed and exploited women and children**

3566. SHRI RADHAKANTA DIGAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any Central scheme has been introduced for the welfare and protection of distressed and exploited women and children ;

(b) if so, the names of the States where such scheme has been introduced ; and

(c) the details of such schemes ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) No Central Scheme has recently been introduced. However, a Centrally Sponsored Scheme was introduced in 1977-78 for giving assistance to voluntary agencies for setting up women's training centres for the economic rehabilitation of women in distress by giving them training. Assistance is also given to their dependent children.

Similarly a Centrally Sponsored Scheme for the Welfare of Children in need of care & protection was launched in 1974-75 to provide shelter, education, and welfare services to abandoned, neglected, orphaned and homeless children.

(b) No State-wise allocations are made. Projects are sanctioned as and when proposals are received from Voluntary Organisations with the recommendations of the State Governments.

(c) The question does not arise.

**Taking over of Rajendra Memorial Institute, Patna by ICMR**

3567. SHRI C.P. THAKUR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Rajendra Memorial Institute, Patna was taken over by the Indian Council of Medical Research long back ; and

(b) if so, what steps have been taken to improve the working of this institute ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Indian Council of Medical Research, an autonomous organisation under the Ministry of Health and Family Welfare, took over Rajendra Memorial Institute, Patna on 1.4.1981.



(b) After the taking over of the Institute by the ICMR, its scientific activities have been re-organized in various disciplines. Several sophisticated instruments/equipment have been purchased for augmenting research activities keeping in view the latest technology for diagnostic purposes. The budget allocation which was Rs. 10.00 lakhs in the year 1981-82 has gone up to Rs. 51.25 lakhs in 1985-86.

The staff of the Institute have job security and enjoy provident funds benefits. The promotional avenues of the scientific/technical and administrative staff have increased, since several additional posts have been created to cope with the increased research activities.

**Dispute between management and employees of Centaur Hotel, New Delhi**

3568. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a dispute between the management of Centaur Hotel, New Delhi and its employees has been pending for sometime ;

(b) if so, what are the demands of the employees ;

(c) the action taken to redress their grievances ;

(d) whether the management has engaged the services of a private detective agency for security purposes ; and

(e) if so, the annual expenses incurred thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). The employees of Centaur Hotel, Delhi Airport, New Delhi raised the following demands in December, 1985 and gave a notice to the management for settling the demands within a period of two weeks from 19th December, 1985 :

(i) Payment of bonus for the year 1984-85 or ex-gratia in lieu of

minimum bonus 8.33%.

(ii) Distribution among staff of 15% of the service charge collection retained by the management towards breakages/losses of crockery, cutlery, linen, etc.

(iii) Enquiring into corruption charges pointed out by the Union.

(c) The matter relating to payment of bonus for 1984-85 and distribution of 15% of the service charge collection retained by the management has already been referred for adjudication. As regards corruption charges, the matter has been referred to Air India's Vigilance Department for investigation.

(d) Yes, Sir. The services of a private party are utilised for security purposes for the Hotel.

(e) The annual expenditure is about Rs. 3.68 lakhs approximately. During the strike period in January 1986, services of another private security agency were utilised for strengthening the security arrangements and to safeguard the Corporation's property. The additional expenditure on this account would come to Rs. 1.50 lakhs approximately.

**Assistance to shipping lines operating on West Coast of India-U.K. and Continent route**

3569. DR. B.L. SHAIKESH : Will the Minister of TRANSPORT be pleased to state :

(a) whether shipping companies operating on the West Coast of India, U.K. and Continent route on a liner basis are being discontinuation of their services if some immediate steps towards rationalisation of their services are not taken by the operators themselves ;

(b) if so, the action initiated by Government in this regard to save the Indian shipping Lines, which are already in distress owing to the present sluggish growth in trade and shipping tonnage ; and

(c) the steps Government propose to take to assist the shipping lines to use very large container vessels for their round-the world services ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The concerned Conference lines are trying to resolve issues relating to rationalisation of their shipping services with a view to secure the benefit of economy in operations and bring about stabilisation in freight structure. However there is no threat of discontinuation of their services at this juncture.

(c) There are at present no plans by Indian shipping companies to acquire very large container vessels on round the world services.

**Kendriya Vidyalaya at Tellichery,  
Kerala**

3570. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to start a Kendriya Vidyalaya at Tellichery in Kerala soon ; and

(b) if so, time by which it is likely to be established ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) and (b). There is no proposal under consideration of Kendriya Vidyalaya Sangathan to open a Kendriya Vidyalaya at Tellichery, Kerala.

**Optimum use of railway wagons**

3571. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether a railway wagon covers only 70 kms. a day from one point to another ;

(b) whether as per the Time Schedule,

a railway wagon can cover 300 kms. a day ; and

(c) if so, what remedial measures are being taken for gearing up the utilisation of wagons to the optimum extent ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Strictly speaking freight trains are not being run to a time schedule but wagons running in unit train do travel for 300 kilometres or so.

(c) It is a continuing process and wagon kilometres per wagon day have improved from 73.4 kms. in 1980-81 to 90.8 kms. currently.

**Use of pressure horns in DTC buses**

3572. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether use of pressure horn is banned in Delhi ;

(b) whether pressure horn is fitted in some of the private buses plying under Delhi Transport Corporation operation and Delhi Transport Corporation's own buses ; and

(c) if so, the action proposed to be taken against them ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) and (c). As regards DTC's own buses, no city bus is allowed to be fitted with Pressure Horn.

As for private buses running under DTC, instructions have been issued to the owners of these buses twice in the past to remove from their buses Pressure Horns, Musical Instruments like transistors and Tape Recorders as plying of such instruments is prohibited. The DTC Checking Staff have standing instructions to find out

the surreptitious use of such irregularities. During the year 1985, 857 cases of violation were detected and a fine ranging from Rs. 20-50 was imposed on each occasion.

**Conversion of Delhi-Ahmedabad line into B G.**

3573. SHRI AMARSINH RATHAWA : Will the Minister of TRANSPORT be pleased to state :

(a) whether decision has been taken in regard to conversion of Delhi-Ahmedabad line into broad gauge ;

(b) the estimated cost involved ;

(c) the time by which the work is likely to be taken up ; and

(d) what is the time limit for its completion ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). In view of the severe constraint of resources and heavy commitments already in hand and considering that this important MG trunk route is working satisfactorily for the present needs, it is proposed not to take up this project for the present. The present day anticipated cost of the project is expected to be of the order of Rs. 370 crores.

(c) and (d). Do not arise.

**South Korean proposal for development of Paradip Port**

3574. SHRI K. PRADHANI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the package of proposals of M/s. Hyundai Corporation of South Korea for all-round improvement of Paradip Port to accommodate vessels of 1,70,000 DWT has since been finalised by his Ministry ;

(b) if so, the broad outlines thereof, capital outlay involved and the various phases in which the deepening and overall

improvement of Paradip Port is proposed to be undertaken ; and

(c) if not, the stage at which the matter stands at present ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

(c) A Working Group which was constituted to have a detailed examination of the various aspects of the proposal, has since submitted its report and a decision is yet to be taken by the Government.

**Trivandrum-Jeddah flight**

3575. SHRI T. BASHEER : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that there is a long standing demand from people of Kerala for a new flight from Trivandrum to Jeddah ;

(b) if so, whether there is any proposal to operate an Air India flight between Trivandrum and Jeddah ; and

(c) if so, when will a decision be taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Requests have been received from the Indians working in Gulf for direct flight from Trivandrum to Jeddah.

(b) No, Sir.

(c) Does not arise.

**Central assistance to Engineering Colleges and Polytechnics**

3576. SHRI T. BASHEER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have a scheme

for providing central assistance for the development of laboratories and establishment of special centres of excellence in the Engineering Colleges and polytechnics ;

(b) if so, the number of institutions which received this assistance during the last three years Statewise ;

(c) whether a number of proposals from various institutions in Kerala are pending with Union Government ; and

(d) if so, the latest position thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) Government have a Scheme for (i) Creation of Infrastructure in areas of Emerging Technology in selected

Engineering Colleges, (ii) Strengthening of facilities in identified areas of Weakness in Engineering Colleges and (iii) Modernisation of Laboratories in Engineering Colleges and Polytechnics. There is no plan for establishment of special Centres of excellence in the Engineering Colleges and Polytechnics.

(b) The number of institutions which received assistance under the scheme during the last three years statewise is given in the statement enclosed.

(c) 23 Project proposals have been received from various institutions in Kerala for consideration under the scheme in the 7th Plan period.

(d) 14 Project proposals have been approved in 1985-86.

## Statement

## New Plan Scheme

*The statement showing number of Institutions which received assistance during the last three years-Statewise*

S. No.	Name of the State	Areas of Emerging Technology		Areas of Weakness		Modernisation of Labs./Workshops				
		1983-84	1984-85	1985-86	1983-84	1984-85	1985-86	1983-84	1984-85	1985-86
1	2	3	4	5	6	7	8	9	10	11
1.	Uttar Pradesh	3	3	3	4	7	4	1	4	10
2.	Rajasthan	Nil	1	Nil	1	2	3	1	1	1
3.	Haryana	Nil	1	Nil	1	2	Nil	Nil	1	2
4.	Punjab	1	Nil	1	1	2	1	1	1	1
5.	Jammu & Kashmir	Nil	1	Nil	1	1	1	1	Nil	1
6.	Delhi	1	2	1	1	1	2	Nil	1	3
7.	Chandigarh	Nil	Nil	Nil	Nil	2	Nil	Nil	1	1
8.	Assam	1	Nil	Nil	1	1	1	1	2	3
9.	Bihar	1	1	1	1	1	2	Nil	6	11
10.	Orissa	Nil	1	Nil	Nil	1	1	1	1	2

1	2	3	4	5	6	7	8	9	10	11
11.	Tripura	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil
12.	West Bengal	3	3	3	3	10	3	2	3	10
13.	Madhya Pradesh	Nil	1	Nil	1	8	3	3	3	6
14.	Gujarat	1	1	1	2	6	Nil	1	5	10
15.	Maharashtra	1	2	2	2	11	4	3	5	15
16.	Goa	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	2
17.	Andhra Pradesh	2	1	1	1	1	2	2	2	6
18.	Karnataka	1	1	2	3	7	5	7	6	10
19.	Kerala	2	1	1	1	3	5	2	3	7
20.	Tamilnadu	3	5	3	3	7	6	4	5	5

**Progress of deplastering work of Lord Jagannath Temple**

3577. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the deplastering work of Lord Jagannath temple, Puri has been completed ;

(b) if not, what progress has been made so far ; and

(c) whether the deplastering work is expected to be completed during 1986-87 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) No, Sir.

(b) The progress achieved so far in deplastering work in the Jagannath complex is as follows :

(i) Exterior of sanctum sanctorum has been deplastered upto the springing level, strengthened and chemically treated and preserved.

(ii) Deplastering on the northern side has been taken up and a stretch of 3 metres of plaster has been removed from the corner.

(iii) The deplastering on the exterior of Narasingha temple has been completed.

(iv) Strengthening of the exposed surface is under progress.

(c) No, Sir.

**Amount realised from ticketless travellers on Eastern Railway**

3578. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of TRANSPORT be pleased to state :

(a) the total amount realised from ticketless travellers during 1982-83, 1983-84 and 1984-85 on the Eastern Railway ; and

(b) the steps proposed to further check the ticketless travelling there ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The Railway dues realised from persons travelling without or with improper tickets on the Eastern Railway during 1982-83, 1983-84 and 1984-85 was Rs. 85.21, 95.12 and 109.25 lakhs respectively.

(b) In addition to normal ticket checking in the trains and at stations, special checks have been organised with the help of Government Railway Police and Railway Protection Force and with the assistance of State Governments.

**Cultural ties with Neighbouring Countries through Festivals**

3579. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total expenditure incurred on Festival of India programme in USA and France recently ;

(b) whether the Ministry will consider the holding of Festival of India in neighbouring countries like Nepal, Bangladesh, Pakistan, China, Afghanistan, Bhutan, Ceylon, Singapore, Malaysia, Burma, Indonesia, Phillipine in the near future to further strengthen out cultural ties ; and

(c) if so, what is the Government's reaction in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) The total expenditure incurred on holding Festival of India in USA and France upto July 1985 is Rs. 3,00,05,104.68. The information is being collected for the remaining period.

(b) There is no proposal under consideration at present to hold Festival of India in these countries.

(c) Does not arise.

**Hindi medium Central Schools in non-Hindi Speaking States**

3580. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Central Schools functioning in the country and their locations ;

(b) whether in the non-Hindi States, Government propose to have a Hindi medium Central School for the benefit of common people who want to educate their children in Hindi ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) At present there are 537 Kendriya Vidyalayas (Central Schools) functioning in the country. Locations of 496 Kendriya Vidyalayas opened in the country upto the academic session 1984-85 are given in the Annual Report of the Kendriya Vidyalaya Sangathan for the year 1984-85 which was laid on the Table of the Sabha on the 19th December, 1985. Locations of 41 Kendriya Vidyalayas opened during the year 1985-86 are given in the statement below :

(b) and (c). Kendriya Vidyalayas are primarily meant for imparting uninterrupted education through uniform syllabus and media of instructions to the children of Central Government employees including defence personnel, who are frequently transferred in exigencies of service. Under the existing scheme Hindi is the medium of instruction for humanities subjects and English for science and mathematics in all Kendriya Vidyalayas.

**Statement**

*Locations of 41 Kendriya Vidyalayas  
Opened during the year 1985-86*

**Andhra Pradesh**

1. Eddu Milaram, Distt. Medak

2. Visakhapatnam

**Assam**

3. Gauhati Refinery

4. Tezpur, Distt. Sonitpur

**Bihar**

5. Argada Area, Distt. Hazaribagh

6. Maithon Dam, Distt. Dhanbad

**Gujarat**

7. Jamnagar

8. Hazira, Surat

**Jammu & Kashmir**

9. Baramulla

10. Kishtwar, Distt. Doda

11. Dhar Road Complex, Udhampur

**Kerala**

12. Vidyanagar, Distt. Kasargod

13. Puranattukara, Distt. Trichur

**Madhya Pradesh**

14. Maharajpur, Gwalior

15. Itarsi

16. Akaltara, Distt. Bilaspur

17. Jamuna Colliery, Distt. Shahdol

**Maharashtra**

18. Pune

19. Dehu Road

20. Ahmednagar

**Punjab**

21. Bhatinda Cantt.



22. Abohar

**Extensive repairs of historical monuments  
inside Red Fort**

23. Amritsar Cantt.

24. New Amritsar Cantt.

25. Jalandhar Cantt.

**Rajasthan**

26. Lalgarh Jattan, Distt. Sriganganagar

27. Ajmer

**Meghalaya**

28. Laitkor Peak, Distt. Shillong

**Tamil Nadu**

29. Avadi, Madras

30. Kalpakkam, Distt. Chengalpattu

**Uttar Pradesh**

31. Dehradun

32. Bakshi-Ka-Talab, Lucknow

33. Chakeri, Kanpur

34. Hazratpur, Distt. Agra

35. Bulandshahar

**West Bengal**

36. Toposi, Distt. Burdwan

37. Kalimpong, Distt. Darjeeling

**Chandigarh**

38. Mullanpur

**Delhi**

39. Ghoga Bawana

40. Pitampura

41. Sardar Patel Marg

3581. DR. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that some palaces and other historical monuments inside the Red Fort, Delhi are in a dilapidated condition at present ; and

(b) if so, the steps being taken by the Archaeological Survey of India to carry out the extensive repairs rather than the patch work so that the original character of the building is maintained ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) No, Sir. All the historical monuments inside the Red Fort are in a fair state of preservation. However, there are some environmental factors affecting the structures within the Red Fort.

(b) The following steps have been taken to keep all the monuments in proper condition :

(i) Structural repairs when required.

(ii) Integrated conservation programme, incorporating necessary structural, chemical and environmental development.

(iii) Coordination with various agencies concerned with the Red Fort and its environs.

**Master plan for development and modernisation of Calcutta-Haldia Port**

3582. SHRI SANAT KUMAR MANDAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether a 15-year master plan for the development and modernisation of the Calcutta-Haldia Port system has been drawn up ;

(b) if so, the broad features thereof and the capital outlay involved ; and

(c) the stages in which it is proposed to be executed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No Sir.

(b) and (c). Do not arise.

**Financial assistance to augment water resources in Konkan region**

3583. PROF. MADHU DANDAVATE : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether various schemes for providing water resources to the backward Konkan region of Maharashtra have suffered for want of adequate Central financial assistance ; and

(b) if so, what steps are being taken to improve the water resources in this backward region with Central assistance ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b). Irrigation projects are planned, funded and implemented by State Governments. Central assistance is given in the form of block loans and grants and is not tied to any scheme or sector of development. However, under the Western Ghats Development Programme, which covers parts of Konkan region, funds are provided for development of minor irrigation.

**Plan to takeover 'Hazar Dwari Palace'**

3584. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have finalised a plan for the takeover of Hazar Dwari Palace at Murshidabad, West Bengal ;

(b) whether Inventory has been prepared of the objects of art and articles of historic value in the palace ; and

(c) if so, whether the present manage-

ment has agreed to the palace and its valuable objects being taken over by the Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) The Government of India have taken over the Hazarduari Palace at Murshidabad along with the antiquities and art objects of historical importance from the Government of West Bengal.

(b) An inventory of antiquities and art objects of historic value in the Hazarduari Palace, Murshidabad has been prepared.

(c) Does not arise.

**Recruitment of female employees in Indian Airlines**

3585. SHRI DHARAM PAL SINGH MALIK :

SHRI SUBHASH YADAV :

Will the Minister of TRANSPORT be pleased to state :

(a) the number of employees working in Indian Airlines at present ;

(b) how many of them are female employees ;

(c) whether Government proposed to recruit more female employees in Indian Airlines ; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Against a total of 19542 employees in Indian Airlines as on 31st January, 1986, the number of female employees was 1,910.

(c) and (d). The Recruitment and Promotion Rules of Indian Airlines do not stipulate any discrimination in employment on the basis of sex. All candidates who

apply in response to the employment notices and fulfil the laid down eligibility criteria are subjected to the selection process viz. written test/group discussion/interview etc. Appointments against available vacancies are made from amongst those who finally qualify, in order of merit.

### Promotion of Hindi in Air India

3586. SHRI DHARAMPAL SINGH MALIK : Will the Minister of TRANSPORT be pleased to state :

(a) the kind of work done in Hindi in the various offices of Air India in the headquarters as also in its regional/zonal offices and various booking and reservation offices in the country ; and

(b) the steps taken to promote Hindi in Air India ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Various requirements under the provisions of the Official Languages Act, 1963 (as amended) and the Official Languages (Use for official purposes of the Union) Rules, 1976 are being complied with in the headquarters of Air India, its regional/zonal offices and various booking and reservations offices in the Country. Most of the general orders, notifications, annual and other reports, press communiques etc. are being issued both in Hindi and English. All communications received in Hindi are being replied to in Hindi. In addition, forms and other procedural literature is also made available in Hindi. Inflight announcements are made in Hindi. Passenger tickets as well as boarding cards and baggage tags meant for the use of public have been made bilingual. Marketing and other advertisements are being issued in Hindi, English and regional languages.

(b) Air India is constantly endeavouring to implement the provisions of the Official Languages Act, 1963 (as amended) and also the Official Languages (use for official purposes of the Union) Rules, 1976 and various other instructions issued by the Central Government for progressive use of the Official Language. A time-bound

programme is prepared every year to introduce Hindi progressively in day-to-day official working. Necessary arrangements for teaching Hindi to non-Hindi knowing employees are made and cash incentives are given to those who pass such examinations. Hindi Workshop Training Programmes are conducted regularly for the benefit of Hindi knowing employees and they are urged to do their official work in Hindi.

### Titles included in Adan Pradan Scheme of National Book Trust

3587. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of titles with the names of authors included in the Adan Pradan Scheme of the National Book Trust and the names of languages in which translations have been published ; and

(b) the names of other titles and authors, language-wise which have been approved for inclusion under the scheme or which are under publication ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) 102 titles from major Indian languages have been published in other Indian languages under the Aadan Pradan Scheme. The details of titles are given in the statement I laid on the Table of the House.

[Placed in Library. See No. LT 2472/86]

(b) 31 other titles have been approved for publication under the Scheme as per the list given in the statement-II laid on the Table of the House.

[Placed in Library. See No. LT 2472/86]

### Per capita expenditure on health

3588. SHRI K. MOHANDAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the State-wise break-up of the per capita expenditure in health ;

(b) whether there is any special scheme of incentive for those States which have higher per capita expenditure on health ; and

(c) if so, the details thereof ?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :** (a) A statement is given below.

(b) and (c). No, Sir.

**Statement**

No.	Name of the State/U.T.	Average Annual Expenditure on Health 1982-83
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1.	Andhra Pradesh	2538
2.	Assam	2469
3.	Bihar	1560
4.	Gujarat	3158
5.	Haryana	4012
6.	Himachal Pradesh	10347
7.	Jammu & Kashmir	10574
8.	Karnataka	2671
9.	Kerala	3681
10.	Madhya Pradesh	2721
11.	Maharashtra	3939
12.	Manipur	9539
13.	Meghalaya	*14822
14.	Nagaland	*31386
15.	Orissa	2812
16.	Punjab	3266
17.	Rajasthan	5144

18.	Sikkim	9510
19.	Tamil Nadu	3718
20.	Tripura	4333
21.	Uttar Pradesh	1738
22.	West Bengal	*3108
23.	A & N Islands	N.A.
24.	Arunachal Pradesh	*17005
25.	Chandigarh	N.A.
26.	Dadra & Nagar Haveli	N.A.
27.	Delhi	N.A.
28.	Goa Daman & Diu	14416
29.	Lakshadweep	N.A.
30.	Mizoram	*17801
31.	Pondicherry	10628
	Union Government	21247
	All India average	3285

\* = Provisional Figure

N.A. = Not Available

[Translation]

**Legislation on Dental Hygienists and Dental Technicians**

3589. SHRI MAHENDRA SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Gujarat Dental Council had suggested specifically in December, 1982 for the enactment of a legislation in order to lay down the definition of Dental Hygienist and Dental Technician so as to check quackery ; and

(b) if so, the action taken by Government in this regard ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). The Government had solicited the views/suggestions of States/U.Ts. on a proposal comprehensive amendment of the Dentists Act, 1948 submitted by the Dental Council of India. In response thereto, the State Government of Gujarat also furnished their views on this proposal. While the Government of Gujarat did not make any specific suggestion relating to the definition of Dental Hygienist and Dental Technician, certain suggestions in this respect were made by the Dental Council of India. Final view in this respect will be taken after getting the comments of all the State Governments.

[English]

**Reconstruction of bridges on National Highway No. 1 between Delhi and Amritsar**

3590. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that the life-span of a number of bridges on National Highway No. 1 between Delhi and Amritsar has expired and these need reconstruction ; and

(b) if so, the steps being taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Several weak and narrow bridges on National Highway 1 between Delhi and Amritsar have been reconstructed in a phased manner during the Five Year Plans and 31 bridges have been identified for reconstruction during the Seventh Five Year Plan.

**Renovation of Rewari Railway station**

3591. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) steps taken or being taken to

renovate the Rewari Railway station (Northern Railway) ; and

(b) details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The condition of the existing Rewari Station is considered satisfactory for the present requirements.

[Translation]

**Opening of Nehru Yuvak Kendras**

3592. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to open Nehru Yuvak Kendras at some new places during the current financial year ;

(b) if so, the names of such places ;

(c) whether some of the existing Nehru Yuvak Kendras do not have their own buildings ;

(d) whether there is a proposal to construct buildings for some of the Nehru Yuvak Kendras under this scheme ; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) No, Sir.

(b) Does not arise.

(c) Nehru Yuva Kendras do not normally have their own buildings.

(d) and (e). Recently a decision has been taken to permit Nehru Yuva Kendras to make proposals for construction of infrastructural facilities for organising youth activities provided land is given by state governments, free of cost. One such facility is under construction under the aegis of Nehru Yuva Kendra, Alipur (Delhi).

**Passenger amenities available at Ramnagar-Kathgodam and Tanakpur Railway stations**

3593. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) the passenger amenities available at Ramnagar-Kathgodam and Tanakpur Railway stations in Uttar Pradesh ;

(b) whether there is any proposal to better passenger amenities at these railway stations keeping in view the importance of Kathgodam, Ramnagar and Tanakpur railway stations for the passengers of Northern part of Uttar Pradesh ; and

(c) if so, the proposed construction work to be carried out at these railway stations during 1986-87 under such a scheme ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A statement is given below.

(b) For the present quantum of traffic the present facilities are considered adequate.

(c) Does not arise.

**Statement**

(a) Name of Station	Details of passenger amenities available
1	2

**Ramnagar :**

Waiting Hall	.. 69.75 sq. metres
Platform covering	.. 120.90 sq. metres
Passenger platform	.. 1 No.
Benches	.. 14 Nos.
Shady trees	.. 11 Nos.

Waiting room	.. 1 No.
Water tap	.. 5 Nos.
Water Cage	.. 2 Nos.
Latrines	.. 2 Nos.
Urinals	.. 2 Nos.
Tea Stall	.. 1 No.
Fans in waiting hall	.. 1 No.
Station building is electrified.	

**Kathgodam :**

Waiting hall	.. 468 sq. metres
Benches	.. 28 Nos.
Fans in waiting hall	.. 6 Nos.
Water taps	.. 8 Nos.
Toilets	.. 3 Nos.
Platform covering	.. 2145 sq. metres
Waiting Rooms	.. 4 Nos.
Retiring Room (2-bedded)	.. 2 Nos.
Dormitory (6-bedded)	.. 1 No.
Enquiry-cum-Reservation Office	.. 1 No.
Passenger platform	.. 2 Nos.
Water Cooler	.. 1 No.
Water Trolley	.. 1 No.
Refreshment Room	.. 1 No.
Tea-Coffee and Vending Stall	.. 1 No. each
Shady Trees	.. 1 No.

Station building is electrified.

**Tanakpur :**

Waiting Hall	.. 69.75 sq. metres
Benches	.. 20 Nos.
Fans in waiting hall	.. 4 Nos.
Platform Covering	.. 418.50 sq. metres

1	2
Waiting room combined for gents and ladies ..	1 No.
Platform ..	1 No.
Water tap ..	4 Nos.
Water cage ..	1 No.
Urinal ..	1 No.
Tea Stall ..	1 No.
Shady Trees ..	3 Nos.
Station building is electrified.	

The passenger amenities provided at these stations are considered adequate keeping in view the volume of passenger traffic.

[English]

#### Under-Utilisation of funds at Calcutta Ports

3594. SHRI K. V. SHANKARA GOWDA :

SHRI SANAT KUMAR MANDAL :

Will the Minister of TRANSPORT be pleased to state :

(a) whether under-utilisation of funds has hit hard Calcutta Port ;

(b) if so, the reasons for such under-utilisation of funds ;

(c) whether major ports in other States have also faced the same situation ; and

(d) whether any directive has been issued to the State Governments or Major Port Trusts to utilise the funds provided in the Seventh Plan for the improvement of the ports ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-

PORT (SHRI RAJESH PILOT) : (a) The Calcutta Port Trust utilised more than 70% of the outlay provided for its plan schemes during the Sixth Five Year Plan. However, this did not seriously affect port operations.

(b) The shortfall in expenditure was mainly due to delay in completion of various schemes caused by failure on the part of contractors/suppliers to complete the works/supply as per schedule, non-availability of vital construction materials like steel, cement etc., long time taken to procure imported items and industrial relation problems including one month long All India Major Port Trusts Strike in 1984.

(c) The percentage utilisation of funds in the case of major ports in other States was 80% and above, except in Bombay where the percentage utilisation was 60% and no Government assistance was contemplated. In some Ports like Mormugao and Paradip, the percentage utilisation was over 100%.

(d) The Major Port Trusts have already been advised to utilise the funds provided in plan fully. The question of issuing any directive to the State Governments does not arise.

#### Device to check train mishaps

3595. SHRI K. V. SHANKARA GOWDA :

SHRI AMAR ROYPRADHAN :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways are introducing a device to check train mishaps ;

(b) whether the device has been developed and designed by the Research, Designs and Standards Organisation in collaboration with the Bharat Electronics Ltd., Ghaziabad to prevent derailments and accidents ;

(c) if so, the details thereof ; and

(d) the routes/Zones where the device is being introduced ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes Sir.

(i) Indian Railways have a proposal for the introduction of Last Vehicle Check Device ;

(ii) Indian Railways are also examining the feasibility for the introduction of Hot Box Detector.

(b) Yes Sir.

(c) (i) *Last Vehicle Check Device*

It is a device which enables automatic detection of the last vehicle's arrival without depending on human agency. It works on the principle of interaction between a moving permanent magnet on the vehicle with the ground detector. Indication panels are provided at the station to indicate the position of the train and its safe arrival and clearance.

(ii) *Hot Box Detector*

It is a device which detects the temperature rise at the axle box beyond a safe limit and gives immediate advice to the station master  $1\frac{1}{2}$  kms., from the location. This will enable the detachment of the hot axle wagon and avoid any derailment in mid-section.

(d) (i) *Last Vehicle Check Device :*

Field trials are proposed to be conducted on Saharanpur-Meerut-Ghaziabad section of Northern Railway.

(ii) *Hot Box Detector :*

Under Consideration.

### Guidelines for choosing languages of books published by Children Book Trust

3596. SHRI SHANTARAM NAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the languages in which Children Book Trust, New Delhi publishes books ;

(b) whether there are any guidelines given by Government to the Trust in the matter of choosing languages for the purpose of publication of books ; and

(c) if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). Since the Children Book Trust is a private organisation the question of issuing guidelines by the Government to the Trust does not arise. As per the informations available with the Government the Children Book Trust publishes Children books mainly in English and Hindi. However, the Trust have also brought out a few titles in Bengali, Gujarati, Kannada and Punjabi.

### Decline in Indian shipping

3597. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Indian shipping which had been showing a steady growth every year has registered a decline during 1985 ;

(b) if so, the details thereof including the total percentage of decline ;

(c) the reasons therefor ; and

(d) the steps being taken by Government to improve the performance of the Indian shipping ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir.

(b) Indian shipping tonnage which



stood at 6.37 million GRT on 1.1.1985, declined to 5.95 million GRT on 31.12.1985. The percentage decline during calendar year 1985 was approximately 6 per cent.

(c) During 1985 more tonnage was scrapped compared to tonnage added, which resulted in decline in Indian shipping tonnage

(d) In order to improve the performance of Indian shipping, companies have been granted loans at concessional rate of interest for acquisition of modern fuel-efficient tonnage. Shipping companies have also been allowed rescheduling of their overdues to Shipping Development Fund Committee and to commercial banks from time to time in view of continuing recession prevailing in shipping industry. Besides above, certain measures of cargo support like instructions to public sector undertakings/Government Departments to negotiate C.&F. exports and F.O.B. imports have been issued. Certain concessions to importers for using Indian vessels in the matter of import licences and to exporters for using Indian vessels in the matter of replenishment licences have also been extended.

[Translation]

**More trains for daily passengers coming to Delhi**

3598. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the number of passengers coming to Delhi daily from various States is very high ;

(b) if so, whether these passengers have to travel on the roofs of shuttle trains ;

(c) if so, whether keeping their difficulty in view Government propose to introduce more trains for them ; and

(d) if so, by what time and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) No, Sir.

(c) and (d). No, Sir. Not at present. When the resources position improves, the requests will be considered.

**Irrigation project for Sagar district**

3599. SHRI NANDLAL CHAUDHARY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any major irrigation project was sanctioned for Sagar district of Madhya Pradesh during Sixth Five Year Plan period and if so, the name of that project and the cost thereof ; and

(b) whether any major irrigation project is proposed to be implemented in Sagar district during Seventh Five Year Plan period and if so, the name of that project and the cost thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No, Sir.

(b) Madhya Pradesh Government has not proposed any major irrigation project in Sagar district during the VII Plan.

[English]

**Purchasing of Stationery from Kendriya Bhandar**

3600. SHRI KAMLA PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether like D.T.C., Air India, Indian Airlines and Vayudoot are not following the Government Order of 1981 to make purchases from the Kendriya Bhandar only ; and

(b) if so, the steps proposed to be taken to implement the Government orders meticulously ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Whereas Vayudoot has been following the Government instructions of 1981, Indian Airlines have been sending enquiries for their requirements to the Central Government Consumer Cooperative Society Limited but have not been receiving any response. Air-India which has got its Headquarters at Bombay has issued instructions to its Delhi office, to get in touch with the Society to find out the details of items together with prices available in the stores so that such items could be purchased from them.

### Protection of Konark Temple

3601. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the amount spent on the conservation and protection of konark temple in the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : Amount spent on the conservation and protection of Konark temple in the last 3 years is Rs. 11,84,806.

### Central assistance for development of Paradip Port during 1986-87

3602. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government of Orissa have requested his Ministry to provide adequate Central assistance for the development of Paradip Port ;

(b) if so, the fund provision proposed to be more for the development of Paradip Port during 1986-87 ; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes.

(b) and (c). A provision of Rs. 10.25 crores has been made in the Annual Plan 1986-87 for development schemes of Paradip Port. The Port Trust has been asked to work out the detailed schemewise break-up of above provision.

### Increase in operational costs of Railways

3603. SHRI MOOL CHAND DAGA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there has been a steep increase in the operational costs of Railways :

(b) if so, what have been the operational costs of Railways in 1960, 1970 and 1985 ; and

(c) what are the steps being taken to combat the situation and to improve operational efficiency of the Railways ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADAVRAO SCINDIA) : (a) Yes, Sir.

(b) The operational costs of railway in 1960-61, 1970-71 and 1984-85 are set out below :

Year	Operational costs (Rs. In Crores)
1960-61	372.55
1970-71	862.22
1984-85	5198.99

(c) Improved utilisation of rolling stock and sectional capacity through block rake operation, improvements in signalling and telecommunication and progressive dicselisation and electrification replacing steam traction.

**Uneconomical routes of Air India**

3604. SHRI MOOL CHAND DAGA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there are certain uneconomical routes under the operation of Air India ;

(b) if so, details of such routes along with the details of losses suffered during the last three years, with route and year-wise break-up ; and

(c) the reasons for the losses and action taken to improve the situation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Only a route which cannot produce surplus over cash costs, is considered to be uneconomical. On the above basis, the following routes which have produced *cash losses* during the period indicated against them can be called uneconomical for that period :

Route	(Rupees in lakhs)		
	1982-83	1983-84	1984-85
India-Canada	80.59	133.24	—
India-Singapore	272.96	—	—
India-Zimbabwe	86.99	—	52.69
India-East Africa	—	—	60.75
India-Bangladesh	22.43	47.06	33.05
<i>Freighter Services</i>			
India-U.K.	86.86	—	—
India-Europe	23.33	—	—

(c) On the India-Africa Sector, the loss was mainly because of decline in traffic due to deteriorating economic conditions in Zimbabwe, Tanzania and other countries in the region. On the India-U.K. and India-Europe freighter services, the main reason was substantial increase in overall freighter capacity of other airlines. On the India-Bangladesh route, the traffic has been low consistently. On the India-Canada route, the losses were mainly due to the fact that on a new route it takes some time to consolidate the traffic.

To improve the situation, some routes were cancelled while others became surplus subsequently. India-Bangladesh and India-Canada Services are not operating now. India-U.K. and India-Europe Freighter services are producing Cash-

Surplus during the past two years. Air India is watching the trend on the India-Africa routes before taking a final decision on them.

[Translation]

**New irrigation projects in Rajasthan**

3605. SHRI BANWARI LAL BAIRWA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of irrigation projects likely to be undertaken in Rajasthan in the Seventh Plan ;

(b) whether any survey has been conducted in this regard ;

(c) if so, when and the outcome thereof ; and

(d) whether the possibilities of development of existing irrigation projects have been examined and if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) There are 11 major and 19 medium projects included in the Seventh Plan.

(b) to (d). Irrigation being a State subject, planning, investigations and execution of projects, including development of existing irrigation projects, is undertaken by the State Government themselves.

[English]

#### Construction of Civil Airport Cochin

3606. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) for how long Government intend to continue operating passenger flights from the Naval Aerodrome at Cochin ;

(b) whether Government have taken any decision in regard to opening of a Civil Airport at Cochin ;

(c) if so, when is the work on the same likely to commence ;

(d) whether any final decision has been taken with regard to the site of the proposed Airport ; and

(e) if so, whether acquisition proceedings have commenced ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). In view of the constraint of funds, no separate civil airport is proposed to be constructed at Cochin. Scheduled flights would, therefore, continue to operate from the existing Naval aerodrome.

(c) to (e). Do not arise.

#### Estimate for rectification of damage caused to National Highways in Kerala

3607. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received detailed estimates for rectification of damage caused to the National Highways in Kerala due to monsoons of 1985 ;

(b) if so, the estimated value of damage caused ;

(c) the estimated cost for repairing the same ;

(d) whether Government have sanctioned the full rectification estimate ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (e). Yes, Sir. The State P.W.D submitted estimates for Rs. 282.66 lakhs under Flood Damage Repairs to National Highways in Kerala during 1985-86. These have been examined and the cost of needed rectification has been assessed as Rs. 81.11 lakhs. The estimates for this assessed work have been sanctioned.

#### Foolproof security arrangements at Airports

3608. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to devise foolproof security system at Airports to ensure greater flight safety ;

(b) the measures taken or proposed to be taken to tighten up further the security arrangements at Indian Airports to make them foolproof ; and

(c) the recommendations of the World

Aviation, Education and Safety Congress in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). The Security measures at the international and domestic airports in India are already strict and designed to prevent unlawful interference with civil aviation. Security measures are constantly monitored by dummy checks, surprise inspections, and also with the help of intelligence agencies. During special security alerts, greater surveillance, supervision of arrangements at senior level, thorough pre-embarkation, screening of passengers and their carry-on baggage, strict security of registered baggage including its personal identification and effective access control are carried out.

(c) The World Aviation Education and Safety Congress was held under the auspices of Aero Club of India which is a privately managed institution. The recommendations of the World Aviation Education and Safety Congress are not known to the Government.

#### **Raising fares of Vayudoot Services**

3609. SHRI YASHWANTRAO GADAKH PATIL :

SHRI MURLIDHAR MANE :

SHRI GURUDAS KAMAT :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is proposed to raise the fares of Vayudoot ;

(b) if so, the details thereof ;

(c) whether Government would consider giving subsidy to the Vayudoot service ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b).

To offset the increase in the cost of operation due to the increase in the price of Aviation Turbine Fuel and other petroleum products Vayudoot may consider revising its fare structure. No. specific proposals, have, however been received in this behalf as yet.

(c) and (d). Vayudoot is a company jointly owned by Air India and Indian Airlines and its equity capital is also shared in equal proportions by the two Airlines. Keeping in view the financial status of Vayudoot and its expansion programme, Air India and Indian Airlines, continue to make contributions from time to time to the equity capital of Vayudoot. The question of providing a subsidy to Vayudoot, therefor, has not arisen.

#### **Seats reserved for SCs/STs in Indian Institutes of Technology and Regional Engineering Colleges**

3610. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of seats reserved for scheduled caste and scheduled tribe students in Indian Institutes of Technology and Regional Engineering Colleges and the actual admissions of these students during the year 1985-86 ;

(b) the reasons for non-filling the reserved seats, if any ; and

(c) steps taken to fill the reserved seats by SC/ST candidates ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) 15% & 7½% seats are reserved for Scheduled Castes and Scheduled Tribes, respectively, for admission in Indian Institutes of Technology and Regional Engineering Colleges. 129 SC/ST students qualified the Joint Entrance Examination for admission to Indian Institutes of Technology during 1985-86. Another 48 SC/ST students were admitted to Indian Institutes of Technology on the basis of the qualifying examination held at the end of



special preparatory course. 634 SC/ST students were admitted to Regional Engineering Colleges during 1985-86.

(b) and (c). *Indian Institutes of Technology* : On the basis of the aggregate marks obtained by them in the Joint Entrance Examination, those of the SC/ST students who do not qualify for admission to the Indian Institutes of Technology, even under relaxed criteria, are offered admission to a preparatory course. At the end of this preparatory course, the SC/ST students are offered admission to the Indian Institutes of Technology, on the basis of a qualifying test, without having to appear in the Joint Entrance Examination again.

*Regional Engineering Colleges* : In case sufficient number of SC/ST students are not available against the seats reserved for them under the state quota, steps are taken to fill up vacant seats by SC/ST candidates from other States and Union Territories.

**Daily shipping service for Inter-Island passengers of Andaman and Nicobar Islands**

3611. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the serious problems faced by the Inter-Island passengers of Andaman and Nicobar Islands ;

(b) whether Government propose to arrange for daily shipping service for Inter-Island travelling there ;

(c) whether Government have taken or propose to take any steps in that direction ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) to (d). Proposals for procurement of adequate number of vessels for opera-

tion on the Inter-Island shipping services in the Andaman and Nicobar Islands have been included in the Seventh Five Year Plan. The acquisition of these vessels will enable providing daily service between Port Blair and Middle Andaman and bi-weekly/weekly services to the other inhabited islands.

**Imbalance between Railway and road traffic in matter of high rated freight traffic**

3612. PROF. MADHU DANDAVATE : Will the Minister of TRANSPORT be pleased to state :

(a) whether the revenue of the Railways suffer to a great extent because considerable high rated freight traffic is reserved for the road transport and railways are left to carry the low rated traffic ; and

(b) if so, will this imbalance between the railway traffic and road transport traffic be removed and the social burdens on railways reduced in the interest of Railway's finances ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no such reservation for road traffic and Railways are also carrying high rated traffic.

(b) Does not arise.

**Compulsory certificate regarding AIDS for visiting Americans**

3613. SHRI VISHNU MODI :

SHRI SHANTI DHARIWAL :

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

(a) whether the attention of Government has been drawn to a news item published in 'Navbharat Times' dated 19 February, 1986 under the caption 'Bharat AIDS Rog Se Mukh' (India free from the AIDS disease) ;

(b) whether it is a fact that out of the

total of 20 thousand AIDS patients, about 17 thousand AIDS patients are in the United States of America alone ;

(c) if so, whether Government propose to make it compulsory for the U.S. residents/citizens on their visit to India to bring with them certificate to the effect that they are not suffering from AIDS ;

(d) whether Government also propose to issue specific instructions to the concerned authorities to enforce it strictly ;

(e) if so, the details of the steps proposed to be taken in the matter ; and

(f) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government has seen the news item.

(b) Yes Sir.

(c) to (f). Government of India have not so far made it compulsory for migrants from USA to produce 'No AIDS Certificate'. The prevalence of AIDS in USA is low, with only about 17,000 cases among over 227 million. The introduction of such a restriction procedure does not appear to be warranted at this moment. However, the situation is under constant review by an Expert Committee of the Indian Council of Medical Research.

#### **Asbestosis and lung diseases caused by inflation of asbestos particles**

3614. SHRI SOMNATH RATH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to a recent statement of the Director of National Institute of Occupational Health, Ahmedabad to the effect that inhalation of asbestos particles caused asbestosis and lung disease, including lung cancer ; and

(b) if so, what steps have been taken to protect workers in the asbestos cement factories ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government are aware of the research

studies conducted by the National Institute of Occupational Health on the health hazards due to inhalation of asbestos particles. Several studies have been undertaken which indicate that asbestos inhalation can lead to lung disease in man. However, there is as yet no conclusive evidence to suggest the possibility of malignancy as a major health hazard.

(b) Asbestosis is a notifiable disease under the Factories Act where preventive measures are being taken by periodic examination of the workers, X-ray of the lung and substitution of other insulants like glass, fibre, plastic foams, etc. A committee has also been appointed by the Director General of Technical Development to consider what further preventive measures could be taken.

#### **Incomplete railway projects**

3615. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) the names of railway projects which are ten years old and have not been completed till date ;

(b) what was the initial estimated cost of each of such project and how far their costs, have escalated in terms of percentage till date ;

(c) what is the amount spent on each of these projects as also the extent of work done in terms of percentage with the amount so spent ;

(d) whether any time schedule has been fixed for the completion of those projects ; and

(e) whether there is any scheme to give priority to the work relating to the completion of low cost projects ?

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

(d) Completion of projects will depend on availability of resources in the coming years.

(e) Priority is given to works which are needed for projects or on strategic consideration and those works which are in advanced stage of progress.

## Statement

*List of Railway Projects more than 10 years old and yet to be commissioned.*

*(Figures in crores of Rs.)*

S. No.	Name of Project	Length (kms.)	Year of W.P.	Original cost	%age increase in cost	Anticipated expend upto 3/85.	Progress of the work.
1	2	3	4	5	6	7	8
<i>New Lines</i>							
1.	Howrah-Sheakhala	17	72-73	3.5	100	0.0003	—
2.	Sakri-Hasanpur	76	74-75	4.75	439	0.05	1%
3.	Rampur-New Halwani	84	74-75	12.98	234	2.95	6%
4.	Bagaha-Chittauni (Restoration)	28	74-75	6.74	350	2.98	9%
5.	Bibinagar-Nadikude	149	74-75	13.74	338	32.53	78%
6.	Howrah-Amta/Champa danga	74	74-75	10.72	293	15.13	33%
7.	Jakhapura-Banspani	176	74-75	39.00	192	6.91	—



1	2	3	4	5	6	7	8
<i>Gauge Conversion</i>							
1.	Moradabad-Ramnagar	78	74-75	5.91	306	2.95	6%
2.	Samastipur-Darbhanga	37	74-75	4.75	253	0.05	—
3.	Kashipur-Lalkua	61	74-75	9.07	172	0.05	—
4.	Manmad-Parbhani-Parli Vajjnath.	354	73-74	28.00	321	10.15 Ph. I	34%
5.	Guntur-Macherla	130	74-75	8.15	396	2.23	1%
<i>Metropolitan Transport Project</i>							
1.	RTS Dum Dum-To'lyganj		1972	140.00	490	380.00	56%
<i>Signalling &amp; Telecommunication Projects</i>							
1.	Provision of Panel Interlocking at 8 stations on Gaziabad- Tundla section.		74-75	0.56	—	0.54	15%
2.	Provision of Multi Channel MW Communication between New Delhi-Bikaner.		70-71	1.16	429	3.24	10%
3.	Secunderabad-Solapur MW link.		70-71	0.35	595	1.46	75%
4.	Vijayawada-Waltair MW link.		70-71	0.36	400	1.78	65%



**Introduction of direct flight from Bangalore to Middle East and European countries**

3616. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that plants and highly perishable cut flowers are exported to Middle East and European countries from Bangalore daily through Bombay ;

(b) whether it is also a fact that the exporters from Bangalore suffer a great loss due to delay in transit of cut flowers which are perishable items ; and

(c) if so, whether Government propose to introduce direct flight from Bangalore to Middle East and European countries to facilitate the flower exporters of Bangalore city ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Whereas limited quantity of plants, roughly 5 tons per month are exported from Bangalore to Middle East countries only over Bombay, export of cut flowers is insignificant. Such plants and cut flowers are not being exported on daily basis.

(b) Government have no source to check this information.

(c) Whereas Air India have permission to operate once-weekly freighter service through Bangalore, they have not started the service because it is not viable.

**Progress of construction of Nhava Sheva Port**

3617. SHRI MOHANBHAI PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) the progress made so far in regard to construction of the new port of Nhava Sheva near Bombay ; and

(b) the time by which the construction of this port is likely to be completed and it will start functioning ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The pre-construction works to provide infrastructure facilities at the project site viz. landing jetty, roads, camp office and residential buildings with water supply, electricity for construction work and VHF facility for communication have been completed. The contract for Main Civil Works for construction of berths and development of back up area has since been awarded at a contract price of Rs. 110 crores. The work is in progress. The contract for filling works at Township and Container Freight Station areas has been just awarded at a cost of Rs. 12.39 crores. The tenders for Bulk Handling Facility, Container Handling Equipment and Power Distribution System have been invited.

(b) The Port is expected to be operational by October, 1988.

**High incidence of T.B. in Sikkim**

3618. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of the high incidence of Tuberculosis in Sikkim ;

(b) if so, what steps Government have taken to deal with it ; and

(c) whether there is any proposal to set up a T.B. Sanatorium in Sikkim ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) There is no evidence to show that the prevalence of Tuberculosis in the State of Sikkim is higher than that in other parts of the country.

(b) To tackle the problem of Tuberculosis in the State of Sikkim a fully equipped and staffed District Tuberculosis Centre to undertake Tuberculosis case detection and treatment services in collaboration with the Health and Medical Institutions has been established. In addition

four more Tuberculosis Clinics, 10 Tuberculosis beds are established in the State. There is also a provision of T.B. beds in Hospital/T.B. Wards in each district for inpatient treatment of seriously sick T.B. patients.

(c) Under the National Tuberculosis Control Programme, there is no provision to set up a Tuberculosis Sanatorium in Sikkim. The Scheme of establishment of more number of TB Centres and TB hospitals/TB Sanatoria is included in the State Sector during VI plan period.

**Narrow gauge lines Rupsa-Bangripasi  
(Mayurbhanj Distt.) and Naupara-  
Gunupur (Ganjam Distt.) Orissa**

3619. SHRI BRAJAMOHAN  
MOHANTY :  
SHRI RADHAKANTA  
DIGAL :

Will the Minister of TRANSPORT be pleased to state whether the Department of Railways has any proposal for strengthening the narrow gauge railway lines of Rupsa-Bangripasi in Mayurbhanj District and Naupara-Gunupur in the District of Ganjam, Orissa to make them economically viable and, if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Approximately 10 Km. length of track on Rupsa-Bangripasi section is planned for renewal in 1986-87. This, however, is being done for safety considerations and not for making the line economically viable.

**Drainage system in Mahanadi Delta**

3620. SHRI BRAJAMOHAN  
MOHANTY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any proposal of the Government of Orissa for drainage system of Mahanadi Delta is under negotiation with the World Bank for financial assistance and if so, the details of the progress ;

(b) whether Government of India have any information regarding damages caused on account of water logging during the last three years in Mahanadi Delta ; and

(c) whether drainage system for discharge of water in Mahanadi Delta is proposed to be completed during the Seventh Plan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c). There is no project of Government of Orissa named Drainage System of Mahanadi Delta currently under negotiations with the World Bank for financial assistance. Government of India is aware that drainage is poor in many parts of the Mahanadi Delta. The on-going World Bank assisted Mahanadi Barrage Project includes a provision for the Preparation of a Master Plan for drainage and flood Protection works.

**Flood control of Mahanadi**

3621. SHRI BRAJAMOHAN  
MOHANTY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are aware that the Hirakud System is no longer controlling flood of River Mahanadi in Orissa in the districts of Cuttack and Puri and if so, details thereof ;

(b) whether any other project to control the flood of the river Mahanadi to protect the districts of Cuttack and Puri is under consideration ;

(c) whether Government have examined the Manibhadra Project to control the flood and if so, details in this regard ; and

(d) whether Government of India have the information of any proposal of the State Government of Orissa to divert the course of river Bhargavi and Daya to protect the district of Puri from devastating flood and if so, details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Hirakud Reservoir is a multi-purpose

scheme with flood control as one of the objectives. It is capable of providing flood control when operated according to the guidelines prescribed by the Expert Committee.

(b) Two projects, namely, Manibhadra dam project and Kuakhai control structure are under consideration of Government of Orissa to protect Cuttack and Puri districts.

(c) The Report in respect of Manibhadra Project at an estimated cost of Rs. 1103.12 crores for multipurpose benefits has been received in the Central Water Commission on 29-10-85 and is presently under examination for its techno-economic viability.

(d) No such project report has been received in the Central Water Commission. However, it is understood that the proposal to divert river Bhargavi by providing a cut on the left of the river to discharge the flood waters direct to the sea with flood embankments on either side is under study of the State Government.

#### Survey of line between Nadikudi-Renigunta

3622. SHRI KATURI NARAYANA SWAMY : Will the Minister of TRANSPORT be pleased to state :

(a) whether a survey for a new railway line between Nadikudi and Renigunta has been taken up ;

(b) if so, when the survey is likely to be completed ;

(c) whether a provision for this railway line has been made in the Seventh Five Year Plan ; and

(d) when is the work on the project of laying the railway line likely to be taken up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). A Preliminary Engineering cum Traffic survey from Nadikudi to Gudur/Sri Kalahasti via Narasoraopet, Kurichedu etc., (350 Kms) is in progress. Further action will be taken on receipt and examination of the survey

report, depending on its financial remunerativeness and availability of resources.

#### Development of Cochin Airport

3623. SHRI VAKKOM PURUSHOTHAMAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Kerala Government have requested the Union Government to examine the development of Cochin Airport by deputing an inter-disciplinary team from the concerned Departments of Civil Aviation, Defence, Ports, Railways and Finance ;

(b) if so, the action taken thereon ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) and (c). The request has been examined and it has been found that the existing runway at Cochin Airport cannot be extended for the following reasons :

(i) Inadequacy of land due to the location of a road, railway line and the sea at one end and the dockyard at the other ;

(ii) Reclamation of land and re-alignment of the road and railway line will be an expensive and time-consuming exercise ; and

(iii) The runway suffers from the constraint of uni-directional operations because of obstructions such as high cranes in the dockyard.

#### [Translation]

#### Express trains introduced on Lucknow-Faizabad-Varanasi Line

3624. SARI NIRMAL KHATTRI : Will the Minister of TRANSPORT be pleased to state :

(a) the new express trains introduced

on Lucknow-Faizabad-Varanasi Railway Line of Northern Railway during the last three years ;

(b) the express trains running on this route at present ; and

(c) the reasons for neglecting the route even though the railway station at the famous pilgrim place, Ayodhya, is also on this very rail route ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) One train namely 407/408 Bi-weekly express has been introduced during this period.

(b) Five pairs at present.

(c) Does not arise in view of (a) and (b).

#### **Facility of radio therapy for cancer treatment in Lucknow**

**3625. SHRI NIRMAL KHATTRI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether facility of radio therapy, the only treatment for the dreadful disease, cancer, is available in any Hospital or Medical College of Uttar Pradesh ;

(b) whether the Central Government will take action in this connection to provide radio therapy equipment at Lucknow, the capital of Uttar Pradesh ; and

(c) if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :** (a) Radiotherapy facilities for treatment of Cancer are available at the following institutions in the State of Uttar Pradesh :

1. K.G. Medical College, Lucknow.
2. S.N. Medical College, Agra.
3. Medical College Hospital, Aligarh Muslim University, Aligarh.

4. J.K. Institute of Radiology, Kanpur.

5. Institute of Medical Sciences, Banaras Hindu University, Varanasi.

6. Kamla Nehru Memorial Hospital, Allahabad.

7. Poddar Cancer Hospital, Gorakhpur.

Incidentally, Radiotherapy is not the only treatment available for cancer.

(b) and (c). Radiotherapy equipments are already available in K.G. Medical College, Lucknow. However, the institute has sent an application for installation of a new Cobalt Therapy Unit for consideration of the Standing Committee on Teletherapy Units in its next meeting scheduled to be held shortly.

[English]

#### **Erection of monument at Buxa Jail, Jalpaiguri**

**3626. SHRI AMAR ROYPRADHAN :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is proposed to erect a monument at Buxa Jail, Jalpaiguri, West Bengal in memory of thousands of freedom fighters of our country ;

(b) if so, the details thereof and if not, the reasons therefor ;

(c) whether West Bengal Government has already requested to Centre to erect a monument at Buxa Jail, in memory of the freedom fighters ; and

(d) if so, the details thereof and the decision taken thereon ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) :** (a) and (b). Government of India have no proposals in this regard. It is for the State Government to take the initiative.

(c) No, Sir.

(d) Does not arise.

**Chettuvai and Kottappuram bridges in Kerala**

3627. SHRI P.A. ANTONY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Chettuvai and Kottappuram bridges on the National Highway No. 17 in Kerala have been completed ; and

(b) if not, the time by which these bridges are likely to be completed and opened to public ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). No, Sir. Both these bridges are likely to be completed and opened to traffic by the middle of 1986.

[Translation]

**Opening of Central Schools and expenditure thereon**

3628. SHRI VISHNU MODI :

SHRI PRIYA RANJAN DAS MUNSI :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to formulate any scheme to open Central Schools on large scale during Seventh Plan ;

(b) if so, the details of the proposed schools, State-wise and the total amount of estimated expenditure to be incurred on each Central Schools ; and

(c) the time by which Government propose to open these schools ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND

CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) to (c). The Govt. has approved in principle the proposal of opening 100 Kendriya Vidyalayas per annum during the four-year period 1986-90. Locations of Kendriya Vidyalayas to be opened during each year are decided by the Kendriya Vidyalaya Sangathan at the commencement of the academic session. The estimated running expenditure on a new Kendriya Vidyalaya during the first year is Rs. 3.00 lakhs, which is expected to go-up by 25% per annum in the subsequent years.

[English]

**Submergence of M.P. land due to construction of project of a neighbouring State**

3629. SHRI MAHENDRA SINGH : Will the Minister of WATER RESOURCES be pleased to state :

(a) in which major or medium projects, the land of Madhya Pradesh has gone or likely to go under submergence due to a project under construction by neighbouring State in its territory or on border of Madhya Pradesh for which no agreement exists ;

(b) the extent of land and its classification being under submergence and compensation to be paid by the concerned State in each such project ; and

(c) whether adequate compensation has been paid or proposed to be paid by the concerned State in each case ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c). An area of 622.43 hectares comprising private as well as Government culturable, unculturable and forest land is likely to be submerged in Madhya Pradesh due to the construction of Mahi-Bajaj-sagar dam by Rajasthan on the Mahi river. Out of total compensation amount of Rs. 32.20 lakhs agreed to between the two States, Rajasthan Government has already paid to Madhya Pradesh an amount of Rs. 27.75 lakhs.

**Proposal to run Rajdhani Express Trains daily**

3630. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to run the Howrah-New Delhi and Bombay-New Delhi Rajdhani Express daily ;

(b) if so, the details thereof ;

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

(c) Additional such rakes will be required to enable us to run them daily.

**Scheme for opening of Model Schools during Seventh Plan**

3631. SHRI JAGANNATH PATTNAIK :  
PROF. NARAIN CHAND  
PARASHAR :

Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the details of the scheme for opening Model Schools in each District during the Seventh Five Year Plan including the authority to implement this scheme, financial arrangement, infra-structure, etc. ;

(b) the progress made in implementing this scheme and the number of such schools sanctioned, Statewise ;

(c) whether the State Governments have been consulted in the matter ; and

(d) if so, the reaction of the State Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA

ROHTAGI) : (a) It is proposed to set up a in a phased manner one model school (now called Navodaya Vidyalaya) in each district of the country during the VII Plan period. The broad aims for establishment of model schools (Navodaya Vidyalaya) are to serve the objective of equity and social justice, promote national integration, provide opportunities to the talented children to develop their full potential, and facilitate the nation-wide programme of school improvement. An autonomous Organisation called the 'Navodaya Vidyalaya Samiti' has been set up as a registered society under the Societies Registration Act, 1860, to establish and manage the Navodaya Vidyalayas. Funds for the scheme would be provided to the society by the Government of India.

(b) Two schools on experimental basis have been opened on 5.3.86 at Jhajjar (Distt. Rohtak, Haryana) and at Amravati (Maharashtra). The Navodaya Vidyalaya Samiti has been registered as a Society under the Societies Registration Act, 1860 on 28.2.86.

(c) and (d). The model school's scheme was discussed in the State Ministers conference in Jan. 86. Building and locations for setting up Model Schools (Navodaya Vidyalayas) are being identified in consultation with the State Governments. The Scheme to set up Navodaya Vidyalayas has been generally welcomed by the State Governments.

**Printing of 'at a glance' time table twice a year**

3632. DR. A.K. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the timings of many trains have been changed during and from January, 1986 ;

(b) whether these changes could not be done twice a year when time-tables are published ;

(c) whether these mid-term changes cause inconvenience to passengers who can miss trains not knowing the changed



timings from the Railways time-tables that they have ; and

(c) if the timings are to be changed mid-term, could the time table atleast 'at a glance' be reprinted and made available in time ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). Every endeavour is made to avoid mid-term changes in the Time-Table. Most of the changes are done at the time of printing them after every six months. However, in emergent cases when any changes are made during the currency of the Time-table, these are notified in the press and given wide publicity. Reprinting of Time-table frequently to incorporate such changes will not be commensurate with the labour involved and the benefit accruing from it.

**Introduction of Inland Water Transport on West Konkan Coast under Centrally Sponsored Scheme**

3633. PROF. MADHU DANDAVATE : Will the Minister of TRANSPORT be pleased to state :

(a) whether in view of the increase in the motor transport rates of State Transport buses, is there any proposal to introduce Inland Water Transport on the backward West Konkan Coast in Maharashtra under Centrally Sponsored Scheme ; and

(b) if so, the details thereof and the concrete steps proposed in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

**Over bridge at Railway crossing near Karimganj Railway Station on National Highway No. 44**

3634. SHRI SUDARSAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have sanctioned funds for construction of an over bridge at the Railway crossing near Karimganj railway station on National Highway No. 44 ;

(b) if so, why the Border Roads Development Board is not taking any steps for construction of the Over-Bridge at the site ; and

(c) whether Government propose to take steps for early construction of this Bridge ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) and (c). Does not arise.

**Migration of Scientists and Engineers of IITs to USA**

3635. SHRI V.S. KRISHNA IYER :  
PROF. RAMKRISHNA MORE :  
SHRI YASHWANTRAO GADAKH PATIL :  
SHRIMATI GEETA MUKHERJEE :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) how many graduates of Science and Engineering of Indian Institutes of Technology in the country migrate to USA every year ;

(b) what is the amount spent per product of IIT ;

(c) how many of the graduates in Science and Engineering produced every year by the IITs stay in the country ; and

(d) what action has been taken to utilise their services within the country ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) The exact figures of the



IIT graduates going abroad are not maintained. However, according to the available information the number of such people is roughly of the order of 20% on an average.

(b) The activities of the Indian Institutes of Technology cover teaching at the undergraduate levels, research, supervision at the Ph. D. levels, sponsored research, developmental activities, consultancy services, maintenance of a fully residential campus and the university functions. Some of these activities contribute directly to the education and training of the student but others only indirectly. Furthermore, it is not possible to quantify the exact contribution of each of these towards preparing the student. Accordingly, it is difficult to estimate the amount spent per student in IIT.

(c) In view of the position given under (a) above, the remaining graduates from IITs, expectedly, stay in the country.

(d) Apart from arranging industrial training for the students during their pre-final year, the Training and placement Section of each IIT keeps close and constant liaison with Indian industries/organisations to ensure that the students get not only a job but a place where their talents could be best utilised. Through these efforts large number of students are selected by the Indian industries/organisations every year, through Campus interviews.

#### Railway line from Lalabazar to Bhairabi

3636. SHRI SUDARSAN DAS : Will the Minister of TRANSPORT be pleased to state when the construction of Railway line from Lalabazar to Bhairabi is likely to be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Completion of this project will depend on availability of resources in the coming years.

#### Acquisition of ships

3637. SHRI K. RAMAMURTHY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Tonnage Acquisition Committee have recommended acquisition of ships costing 850 million dollars in view of low prices of ships and favourable credit terms ;

(b) whether a drastic reduction in the acquisition programme is being proposed by Planning Commission, applying the yardstick of narrow profitability ; and

(c) if so, the alternative steps proposed to be taken to replace the overaged and outdated Indian ships ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Planning Commission has finalised a target of 7.5 million GRT as net operative tonnage at the end of 7th Plan as compared to 6.36 million GRT existing at the end of 6th Plan Period on the basis of resources available and this was not related to any yardstick of narrow profitability.

(c) The target of net operative tonnage to be achieved at the end of 7th Plan takes into account the replacement needs of 2.5 million GRT of shipping tonnage, which would have outlived its economic life at the end of 7th Plan period, subject to availability of resources.

#### Zero rate of growth of population

3638. PROF. MADHU DANDAVATE :

SHRI V.S. VIJAYARAGHAVAN :

SHRI C.P. THAKUR :

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

(a) what is the target fixed for various States for zero rate of growth of population ; and

(b) what concrete steps are taken to achieve these targets ?

THE DEPUTY MINISTER IN THE

DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) It is expected that India's population would stabilise around the year 2050 AD. The National Health Policy lays down the demographic goals to be achieved by 2000 AD which is Net Reproduction rate 1. The years by which this level is targetted to be achieved by the States are given in statement below.

(b) Government has prepared a well

defined strategy to achieve the goals set under Family Welfare Programme. The main features of the strategy are : increasing demand for contraception through improved communication approaches ; expanding and improving the quality of out-reach services ; promoting greater community participation ; intensifying population education ; enhancing child survival rates ; and reorganising programme structure and improving its management.

### Statement

#### *Target date of reaching N.R.R.—1*

By 1991-92	By 1996-97	By 2001-02
Andhra Pradesh	Assam	Bihar
Gujarat	Karnataka	Jammu & Kashmir
Haryana	Madhya Pradesh	Manipur
Himachal Pradesh	Orissa	Meghalaya
Kerala	West Bengal	Nagaland
Maharashtra	A. & N. Islands	Rajasthan
Punjab	D. & N. Haveli	Sikkim
Tamil Nadu	Goa, Daman & Diu	Tripura
Chandigarh	Mizoram	Uttar Pradesh
Delhi		Arunachal Pradesh
Pondicherry		Lakshadweep

#### Conversion of Tumkur-Bangalore-Tumkur trains into suburban trains

3639. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state whether Government propose to convert Tumkur-Bangalore and Bangalore-Tumkur trains as suburban trains as is the case with Bombay-Pune trains ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : There is no such proposal at present.

#### Women pilots in IAC

3640. SHRIMATI BASAVARAJESWARI : Will the Minister of TRANSPORT be pleased to state :

(a) the total number of women pilots who are operating on the Indian Airlines flights ;

(b) which are the flights that they are operating ; and

(c) the total number of women pilots who are undergoing training ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There are four women pilots in Indian Airlines.

(b) Three of the four women pilots are based in the Eastern Region and the fourth in the Southern Region. Flights are operated by them according to the roster requirements.

(c) Presently no women pilot is undergoing training with Indian Airlines.

#### **Proposal to ban trading in empty refills of capsules**

3641. SHRI KAMLA PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to ban the trading in empty refills of capsules to check the trading in fake medicines which is on the increase ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). Empty Gelatine Capsules are drugs under the provisions of the Drugs and Cosmetics Act and the Rules thereunder. Their manufacture, sale and distribution are controlled under the provisions of the above Act/Rules. There is no proposal to ban the trading in empty refills of capsules.

#### **Seventh World Book Fair**

3642 SHRI M. RAGHUMA REDDY :  
SHRI DHARAM PAL SINGH  
MALIK :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Seventh World Book Fair held in New Delhi was a failure ; and

(b) if so, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SMT. SUSHILA ROHTAGI) :  
(a) No, Sir.

(b) Does not arise.

#### **Raipur on Delhi-Varanasi-Bhubaneswar Boeing flight route**

3643. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for inclusion of Raipur on Indian Airlines Boeing route Delhi-Varanasi-Bhubaneswar ; and

(b) how does this inclusion reconcile with the general policy of Indian Airlines to have more and more direct flights ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : Till October, 1985, Indian Airlines were operating a four-day per week Boeing-737 service on the Delhi/Varanasi/Bhubaneswar route and a thrice weekly service on the Delhi/Varanasi/Raipur route. Many requests were received to provide a daily flight from Bhubaneswar and Raipur to Delhi. To meet these requests, and to make the flight economically viable, Indian Airlines has introduced a daily Boeing service on the Delhi/Varanasi/Raipur/Bhubaneswar route in the current Winter Schedule effective 1st November, 1985.

(b) The passenger demand between Delhi/Raipur and Delhi/Bhubaneswar sectors is not enough to operate independent direct non-stop flights. Hence, this flight was introduced to make the service economically viable.

#### **Youth Welfare Programmes**

3644. SHRI C.P. THAKUR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Youth Welfare

Programmes likely to be started during 1986-87 ; and

(b) the details of the achievements made so far ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b). A statement is given below.

### Statement

Youth programmes include activities aimed at affording young people an opportunity to be better individuals and enabling them to contribute in the task of national development. Some of the programmes that might be mentioned in this context are : programmes for rural youth through Nehru Yuva Kendras (NYKs) like leadership training, work camps, vocational training, sports and games, awareness building ; programmes for students through National Service Scheme (NSS) like environment enrichment, blood donation camps, health education ; national integration camps ; trekking and mountaineering activities ; scouting and guiding. The total number of Nehru Yuva Kendras functioning in the country at present is 219. About 15 lakhs rural youth participated or benefited from one or the other activities organised by the Kendras during 1985-86. Under the National Service Scheme about 7 lakhs students were covered during the year and participated in different programmes. 23 National Integration Camps involving young persons from all parts of the country were organised, and over 220 youth groups sponsored by Nehru Yuva Kendras, voluntary agencies and Educational Institutions were assisted in undertaking trekking and mountaineering activities during the period.

During 1986-87, besides strengthening the ongoing programmes mentioned above, three new schemes viz. National Youth Award Scheme, Assistance to Youth Clubs and Training of Youth are to be started.

Introduction of degree course in Electronics  
At B.B. College, Asansol

3645. DR, SUDHIR ROY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether B.B. College, Asansol will be allowed to introduce degree course in Electronics in the next academic session ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) and (b). University Grants Commission has recently approved the proposal of the B.B. College, Asansol for the introduction of Degree Course in Electronics under the Commission's scheme of restructuring of courses at the first degree level.

### [Translation]

Steps to construct protective pits coated to protect underground water from pollution

3646. SHRI JAGDISH AWASTHI : Will the Minister of WATER RESOURCES be pleased to state ;

(a) whether Government propose to take concrete steps for constructing protective pits coated to make them leak-proof on the pattern of the U.S.A. for dumping liquid refuse to prevent leakage of poisonous material from the liquid refuse dumped on the surface of the land to protect underground water resources in Uttar Pradesh and other parts of the country from pollution ; and

(b) if not, the reason therefore ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b). The Ministry of Environment and Forests is working on the formulation of Hazardous Substances Legislation wherein this aspect would also be covered.

*[English]***Electrification of railway line between  
Krishnagar and Behrampur**

3647. SHRI ATISH CHANDRA SINHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal to electrify the railway track between Krishnagar and Behrampur in West Bengal in the Seventh Five Year Plan ; and

(b) if so, when will the work be taken up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

**Renovation of Tomb of Abdul Rahim Khan-i-Khan's**

3648. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the progress made in the repair and renovation of the Tomb of Abdul Rahim Khan-i-Khan's in New Delhi ;

(b) the amount spent during the last three years ; and

(c) when the renovation and repair is likely to be completed ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : (a) One third of the repairs and renovation of the terrace of the first floor of the tomb has been completed.

(b) The amount spent during 1982-85 is Rs. 1,06,177.

(c) The renovation and repairs now undertaken will be completed by June 1986.

**Compensation to victims of Train  
accident near Tellicherry**

3649. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that most of the 27 persons who died in the accident on the railway track at Tellicherry on 28 February, 1986 were aged below 35 years ;

(b) whether Government propose to pay any compensation in addition to the ex-gratia amount already paid ;

(c) if so, the details thereof ; and

(d) the action being taken by the Railways to ensure that such accidents do not recur ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) the number of those aged 35 years and above was 7.

(b) No, Sir. Compensation is not payable in the case of death or injuries caused due to trespass.

(c) Does not arise.

(d) State Government is being requested to ensure arrangements that crackers are not used in close proximity to the railway track and public is not allowed to trespass on to the railway track.

**Agricultural land affected by natural  
calamities**

3650. SHRI C. JANGA REDDY : Will the Minister of WATER RESOURCES be pleased to state the average agricultural land in each State/Union Territory affected by floods and cyclone every year and average loss suffered as a result thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : A statement is given below,

## Statement

*The average cropped area affected by floods and cyclones and the average loss during the period 1953-85, in each State/Union Territory based on the assessments/reports received from the State Governments/Union Territories.*

Sl. No.	Name of State/ Union Territory	Average cropped area damaged annually during the period 1953-85 (in Lakh ha.)	Average annual damage caused to crops during the period 1953-85 (in Rs. lakhs)
1	2	3	4
1.	Andhra Pradesh	3.1	5352.7
2.	Assam	1.7	1050.2
3.	Bihar	6.4	4987.4
4.	Gujarat	2.7	1372.3
5.	Haryana	1.3	901.2
6.	Himachal Pradesh	0.3	606.5
7.	Jammu & Kashmir	0.1	29.9
8.	Karnataka	1.0	51.1
9.	Kerala	0.3	865.2
10.	Madhya Pradesh	1.9	424.9
11.	Maharashtra	0.7	302.7
12.	Manipur	0.1	80.1
13.	Meghalaya	0.08	141.7
14.	Nagaland	0.01	14.3
15.	Orissa	3.2	1316.1
16.	Punjab	1.4	737.3
17.	Rajasthan	2.6	1203.7
18.	Sikkim	0.08	307.8
19.	Tamilnadu	3.1	1140.2
20.	Tripura	0.1	191.4
21.	Uttar Pradesh	13.9	13702.0

1	2	3	4
22.	West Bengal	2.9	3414.3
23.	Andaman & Nicobar Islands	Neg.	0.1
24.	Arunachal Pradesh	0.005	10.25
25.	Chandigarh	Nil	Nil
26.	Dadra & Nagar Haveli	Neg.	0.3
27.	Delhi	0.06	77.5
28.	Goa, Daman & Diu	0.002	0.4
29.	Lakshadweep	Neg.	1.5
30.	Mizoram	0.0023	2.9
31.	Pondicherry	0.04	99.2
	India	40.7	31667.4

**Ban on advertisement of tobacco-based products**

3651. DR. T. KALPANA DEVI :

SHRIMATI D.K. BHANDARI :

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

(a) whether there have been demands from many consumer groups to ban advertisements of cigarettes and other tobacco products like tobacco-based tooth pastes and Pan Masalas etc. in view of their accepted association with cancer ; and

(b) if so, the steps taken or proposed to be taken in the matter ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) Apart from the statutory warning on cigarette packets and advertisements, most of the State Governments have promulgated laws prohibiting smoking in closed areas like cinemas, buses, educational Institutions, hospitals etc. The

authorities of Indian Airlines Corporation have decided to extent "No Smoking" areas in various aircrafts. The Ministry of Youth Affairs, Sports & Women have also decided that no advertisement of cigarettes would be permitted in the Asiad Stadia. An action plan to intensify the health education in this area and to bring about a fall in the consumption pattern of tobacco products is under consideration in consultation with other associated Ministries

12.00 hrs.

[English]

AN HON. MEMBER : Today it is abnormal, Sir.

MR. SPEAKER : All are good gentlemen. Complete understanding prevails....

(Interruptions)

MR. SPEAKER : I am prone to any suggestion you give. Give it to me in writing. No problem....(Interruption).

SHRI ANANDA GAJAPATHI RAJU (Bobbili) : Sir, yesterday, while Mr. Kolandaivelu spoke about Tamil Nadu, a reply was given....(*Interruptions*).

MR. SPEAKER : I asked him to come under Direction 115....

(*Interruptions*)

MR. SPEAKER : You can come again under Direction 115. That is what I said.

SHRI C. MADHAV REDDI (Adilabad) : We have given a Privilege Motion.

MR. SPEAKER : There cannot be any privilege.

SHRI C. MADHAV REDDI : It is a wrong statement....(*Interruptions*).

MR. SPEAKER : Might be. You can do it only under Direction 115. Sir. There is no question of privilege.

SHRI ANANDA GAJAPATHI RAJU : In the proceedings the 'walk out' was not recorded. Let it be corrected. (*Interruptions*)

SHRI C. MADHAV REDDI : The Minister says it was wrongly recorded. Let it be corrected.

MR. SPEAKER : I cannot do it. You have to do it, through proper channel. The channel is open to you....

(*Interruptions*)

MR. SPEAKER : You will have to get it corrected, not me. It is for you.

SHRI S. JAIPAL REDDY (Mahbubnagar) : Sir, in the Lok Sabha proceedings, it was mentioned as Tamil Nadu.

MR. SPEAKER : Yes. He corrected that.

SHRI S. JAIPAL REDDY : No, he has not corrected, Sir. He said, "I feel, certainly it has been wrongly reported". What does it mean? Wrongly reported by whom?

MR. SPEAKER : I do not know. They

can correct it. He made a mistake and he corrected it.

SHRI S. JAIPAL REDDY : Within 24 hours we are supposed to correct our transcript copies....(*Interruptions*).

[*Translation*]

SHRI BIRBAL (Ganganagar) : In our area the crop of mustard has come in the market and is being sold at the rate of Rs. 300 or Rs. 350 in Ganganagar in Rajasthan....(*Interruptions*). The Finance Minister should be asked to make a statement.

MR. SPEAKER : At the concluding part of his Budget speech when the hon. Finance Minister was replying, he gave an assurance that there would be no problem of funds and no limit to its purchase. If it does not happen then one can table a Calling Attention Notice. Now he asks how it has happened.

....(*Interruptions*)....

[*English*]

MR. SPEAKER : I will ask him. He will ask the Agriculture Minister as well as the Food & Civil Supply Minister how it has not been done because he has assured fully on the floor of the House.

[*Translation*]

SHRI BIRBAL : Even Centres have not been opened there.

[*English*]

MR. SPEAKER : They are committed on the Floor of the House.

[*Translation*]

Give in writing. Something shall be done. We shall talk with them.

SHRI BIRBAL : The Rajasthan Government has decided that in the market....it will be sold....(*Interruptions*) get it done at the earliest.

MR. SPEAKER : Give in writing.



12.02 hrs.

# PAPERS LAID ON THE TABLE

[English]

**Notifications under section 23 of the Prevention of Food Adulteration Act 1954. Annual Report and Review on the working of the Hospital Sciences Consultancy Corporation (India) limited, New Delhi. Statements showing reasons for delay in laying Annual Report, Review of the All India Institute of Medical Science, New Delhi. etc.**

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :** Sir, on behalf of Shrimati Mohsina Kidwai, I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 23 of the Prevention of Food Adulteration Act, 1954 :
  - (i) The Prevention of Food Adulteration (Seventh Amendment) Rules, 1985 published in Notification No. G.S.R. 746(E) in Gazette of India dated the 20th September, 1985.
  - (ii) The Prevention of Food Adulteration (Third Amendment) Rules, 1985 published in Notification No. G.S.R. 293(E) in Gazette of India dated the 23rd March, 1985, together with a corrigendum thereto published in Notification No. G.S.R. 587(E) in Gazette of India dated the 17th July, 1985.
  - (iii) G.S.R. 748(E) published in Gazette of India dated the 23rd September, 1985 containing corrigendum to Hindi version of Notification No. 587(E) published in Gazette

of India dated the 17th July, 1985.

[Placed in Library. See No. LT 2280/86]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :
  - (i) Review by the Government on the working of the Hospital Services Consultancy Corporation (India) Limited, New Delhi, for the year 1984-85.
  - (ii) Annual Report of the Hospital Services Consultancy Corporation (India) Limited, New Delhi, for the year 1984-85 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.
- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.
 

[Placed in Library. See No. LT 2281/86]
- (4)
  - (i) A copy of the Annual Report (Hindi and English versions) of the All India Institute of Medical Sciences, New Delhi, for the year 1984-85 under section 19 of the All India Institute of Medical Sciences Act, 1956.
  - (ii) A copy of the Annual Accounts (Hindi and English versions) of the All India Institute of Medical Sciences, New Delhi, for the year 1984-85 together with Audit Report thereon, under sub-section (4) of section 18 of the All India Institute of Medical Sciences Act, 1956.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the All India Institute of Medical Sciences, New Delhi, for the year 1984-85.

(5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. LT 2282/86]

(6) A statement (Hindi and English versions) explaining reasons for not laying the Annual Report and Audited Accounts of the Central Council of Indian Medicine, New Delhi, for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT 2283/86]

(7) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Central Research Institute for Yoga, New Delhi, for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT 2284/86]

(8) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Vishwayatan Yogashram, New Delhi, for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT 2285/86]

(9) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Central Council for Research in

Yoga and Naturopathy, New Delhi for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT 2286/86]

**Statutory Investigation into Railway Accidents (Amendment) Rules, 1985, Annual Report of the Chief Commissioner of Railway Safety Lucknow on the working of the Commission of Railway Safety for 1984-85**

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : I beg to lay on the Table—

(1) A copy of the Statutory Investigation into Railway Accidents (Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. G.S.R. 704 in Gazette of India dated the 27th July, 1985 issued under section 84 of the Indian Railway Act, 1890.

[Placed in Library. See No. LT 2287/86]

(2) A copy of the Annual Report (Hindi and English versions) of the Chief Commissioner of Railway Safety, Lucknow, on the working of the Commission of Railway Safety for 1984-85.

[Placed in Library. See No. LT 2288/86]

**Notifications No. F 4(5)-W & M/85 dated 19.3.86 regarding Market Loans.**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to lay on the Table a copy of Notification No. F. 4(5)-W&M/85 (Hindi and English versions) dated the 19th March, 1986 regarding market loans.

[Placed in Library. See No. LT 2289/86]

**Notification approving the Visakhapatnam Port Trust (Mode of Payment of Port charges) Regulations, 1974. Annual Reports and Reviews on the working of the Visakhapatnam Dock Labour Board and Calcutta Dock Labour Board for the year 1984-85**

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : I beg to lay on the Table—

- (1) A copy of Notification No. G.S.R. 1188 (Hindi and English versions) published in Gazette of India dated the 28th December, 1985 approving the Visakhapatnam Port Trust (Mode of Payment of Port Charges) Regulations, 1974, under sub-section (4) of section 124 of the Major Port Trusts Act, 1963.

[Placed in Library. See No. LT 2290/86]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Visakhapatnam Dock Labour Board for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) on the working of the Visakhapatnam Dock Labour Board, for the year 1984-85.

- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT 2291/86]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Calcutta Dock Labour Board for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the

Government on the working of the Calcutta Dock Labour Board for the year 1984-85.

- (5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. LT 2292/86]

- (6) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Shipping Development Fund Committee for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT 2293/86]

**Annual Reports and Reviews on the working of the Board of Apprenticeship Training (Northern region) Kanpur etc. etc. Notifications under section 28 of the University Grants Commission Acts 1956.**

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Northern Region) Kanpur, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship training (Northern Region) Kanpur, for the year 1984-85.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 2294/86]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Western Region) Bombay, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship Training (Western Region) Bombay, for the year 1984-85.

- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT 2295/86]

- (5) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Foundry and Forge Technology, Ranchi, for the year 1984-85 together with Audit Report thereon.

- (6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. LT 2296/86]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Gandhi Smriti Samiti, New Delhi, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Gandhi Smriti Samiti, New Delhi, for the year 1984-85.

- (8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT 2297/86]

- (9) A copy of the Annual Accounts (Hindi and English versions) of Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1984-85 together with Audit Report thereon.

[Placed in Library. See No. LT 2298/86]

- (10) (i) A copy of the Annual Report (Hindi and English versions) of the Nehru Memorial Museum and Library, New Delhi, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Nehru Memorial Museum and Library, New Delhi, for the year 1984-85.

- (11) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library. See No. LT 2299/86]

- (12) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Southern Region) Madras, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship Training (Southern Region) Madras, for the year 1984-85.

- (13) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (12) above.

[Placed in library. See No. LT 2300/86]

(14) (i) A copy of the Annual Report (Hindi and English versions) of the National Book Trust, India, New Delhi, for the year 1984-85 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Book Trust, India, New Delhi, for the year 1984-85.

(15) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (14) above.

[Placed in library. See No. LT 2301/86]

(16) (i) A copy of the Annual Report (Hindi and English versions) of the Asiatic Society, Calcutta, for the year 1984-85 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Asiatic Society, Calcutta for the year 1984-85.

(17) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (16) above.

[Placed in library. See No. LT 2302/86]

(18) (i) A copy of the Annual Report (Hindi and English versions) of the Rampur Raza Library, Rampur, for the year 1984-85 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Rampur Raza Library, Rampur, for the year 1984-85.

(19) A statement (Hindi and English versions) showing reasons for

delay in laying the papers mentioned at (18) above.

[Placed in library. See No. LT 2303/86]

(20) (i) A copy of the Annual Report (Hindi and English versions) of the Bal Bhavan Society, India, New Delhi, for the year 1984-85.

(ii) A copy of the Audited Accounts (Hindi and English versions) of the Bal Bhavan Society, India, New Delhi, for the year 1984-85.

(iii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Bal Bhavan Society, India, New Delhi, for the year 1984-85.

(21) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (20) above.

[Placed in library. See No. LT 2304/86]

(22) A copy each of the following Notifications (Hindi and English versions) under section 28 of the University Grants Commission Act, 1956 :

(i) The University Grants Commission (Qualifications required of a person to be appointed to the teaching staff of a university or other institutions affiliated to it) (Amendment) Regulation, 1985 published in Notification No. F. 1-93/74 (CP) in Gazette of India dated the 27th July, 1985.

(ii) The University Grants Commission (the minimum standards of instructions for the grant of the first degree through formal education in the faculties of Arts, Music,

Social Sciences, Commerce and Sciences) Regulations, 1985 published in Notification No. F.1-117/83 (CP) in Gazette of India dated the 14th December, 1985.

(iii) The University Grants Commission (the minimum standards of instructions for the grant of the first degree through non-formal/distance education in the faculties of Arts, Humanities, Fine Arts, Music, Social Sciences, Commerce, and Sciences) Regulations, 1985 published in Notification No F.1-117/83 (CP) in Gazette of India dated the 14th December, 1985.

(iv) The University Grants Commission (Establishment and Maintenance of Institution) Regulations, 1985 published in Notification No. F.1-18/84 (CPP) in Gazette of India dated the 4th January, 1986.  
[Placed in library. See No. LT 2305/86]

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 2 Bill, 1986, which was passed by the Lok Sabha at its sitting held on the 13th March, 1986, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 3 Bill, 1986, which was passed by the Lok Sabha at its sitting held on the 13th March, 1986 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.04 hrs.

## MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) Bill, 1986, which was passed by the Lok Sabha at its sitting held on the 13th March, 1986, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.05 hrs.

## PUBLIC ACCOUNTS COMMITTEE

[English]

### Thirty-first and Thirty-second Reports

SHRI RANJIT SINGH GAEKWAD (Baroda) : Sir, I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee :

(i) Thirty-first Report on action taken on their 179th Report (Seventh Lok Sabha) on Jawaharlal Nehru University.

(ii) Thirty-second Report on action taken on their 223rd Report (Seventh Lok Sabha) regarding Claims outstanding against a Collaborator.

12.06 hrs.

*[English]*

### COMMITTEE ON SUBORDINATE LEGISLATION

*[English]*

#### First Report

SHRI MOOL CHAND DAGA (Pali) : Sir, I beg to present the Fifth Report (Hindi and English versions) of the Committee on Subordinate Legislation.

12.07 hrs.

### COMMITTEE ON ABSENCE OF MEMBERS

*[English]*

#### Third Report

SHRI MADAN PANDEY (Gorakhpur) : Sir, I beg to present the Third Report (Hindi and English versions) of the Committee on Absence of Members from the Sittings of the House.

12.08 hrs.

### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

*[English]*

#### Reported Anchorage of some warships belonging to the United States Seventh Fleet off Karachi Harbour

*[Translation]*

MR. SPEAKER : Ever since Ramoo-waliaji has started sitting on the seat which used to be occupied by Shri Harikesh Bahadur, his notice for Calling Attention is being admitted. His name always appears in the ballot. Shri Harikesh Bahadur also used to sit on this seat and his notices also used to be admitted.

*(Interruptions)*

SHRI DHARAM PAL SINGH MALIK (Sonepat) : Sir, I call the attention of the Minister of External Affairs to the following matter of urgent public importance and request that he may make a statement thereon :

“Reported anchorage of some warships belonging to the United States Seventh Fleet including the world’s largest aircraft carrier ‘US Enterprise’ off Karachi Harbour”.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI B.R. BHAGAT) : Mr. Speaker, Sir, the USS Enterprise accompanied by 5 US Naval vessels anchor 5 miles west of Karachi on 15th March, 1986 and departed on 19th March. Pakistan media reports indicated the presence amongst them also of a Nuclear submarine. Other reports indicated 2 Cruisers, 2 Destroyers and another vessel. Nearly 4,500 U.S. military personnel were believed to be on these ships. Government is aware of an agreement between Pakistan and U.S. permitting visits, Naval activities and ports services to each other. This is, perhaps, the large contingent to have visited Pakistan in recent times. The U.S. Ambassador in Delhi had, without giving details, informed us in advance of the visit of these ships.

Our concern about the continuing and significant U.S. military assistance to Pakistan which, in future, is likely to be on more concessional terms, has been conveyed to both the Government at various levels from time to time. We have been consistently against Big-Power presence in our neighbourhood and our stand on the implementation of the U.N. Declaration on the Indian Ocean as a Zone of Peace has been consistent and steadfast. In addition to such Naval visits, we have also taken note of the increasing U.S. assistance to the Pakistan Navy which has no connection with the situation in Afghanistan and reports of facilities in Gawadar and other ports being made available to other countries by Pakistan. In this connection, Hon’ble Members are aware that in a testimony before the Senate Budget Com-

mittee on February 19, 1986, the U.S. Secretary of State, Mr. Shultz, included Pakistan among "military access and front line States" alongwith Kenya, Oman, Morocco, Korea and Thailand. In our draft for a Treaty of Peace, Friendship and Cooperation we had made a suggestion to Pakistan that neither country should give bases or military facilities to third countries on its territory as this is important for the establishment of durable peace and friendly and harmonious bilateral relations. This continues to be our view and subsequent developments have only confirmed it.

[*Translation*]

SHRI DHARAM PAL SINGH MALIK : Mr. Speaker, Sir, the hon. Minister has given a detailed statement, but as it is a serious matter I would like to raise a few points. The hon. Minister has replied that there is 1 Nuclear Submarine, 2 Cruisers, 2 Destroyers and another vessel in this fleet. In this way there are 6 dangerous vessels in all which are being led by the "U.S. Enterprise", which is the largest aircraft carrier in the world. In the history of Pakistan, it is for the first time that a fleet of warships officially designated by America visited Pakistan and we will have to think seriously over the situation which has arisen due to the arrival of this fleet in a neighbouring country.

12.09 hrs.

[MR. DEPUTY SPEAKER *in the chair*]

Not only India but the whole of Asia and the non-aligned countries are greatly perturbed over the arrival of the Seventh Fleet of America 'U.S. Enterprise' off the Karachi harbour. At a time, when our Prime Minister is trying to normalise relations with Pakistan, it is natural that our concern has increased due to the arrival of this fleet.

In this connection, I would like to say on the basis of a reliable information that the forces of Pakistan are deployed in large number in Poonch, Rajouri and Hajipur sectors. It creates an apprehen-

sion in our mind that Pakistan might have invited 'U.S. Enterprise' to Karachi with some ulterior motive. Of late Pakistan is creating tension by raising the issue of Saichin and sometimes by raising the issue of Kashmir thus generating a lot of excitement and tension.

If you cast a glance on the sequence of events of the last 5 to 7 years, you will find that the Seventh Fleet has been in search of additional port facility since 1980. They want some base where the personnel of the Fleet can have all the comforts and facilities. Besides this, the movement of Pakistani forces is increasing on the border of Jammu and Kashmir. Pakistan has massed its troops on the border of India and has converted the Hajipur pass in the occupied Kashmir into a complete military cantonment. It has built small airports for army aircrafts at a number of places and has also constructed two airports near Muzaffarabad, capital of the occupied Kashmir, and Ravalkot in which modern radars have been installed. An incident of firing has taken place in the Poonch and Rajouri areas in which a woman and a man were injured and have been admitted in the hospital. Two new cantonments have also been established in Mirpur and Kotali where army exercises are taking place on large scale. It seems that our neighbouring country is preparing for a war.

Mr. Deputy Speaker, Sir, if Pakistan occupies Saichin, it will then construct a road upto China *via* Saichin and establish direct link with China so that Pakistan and China may establish trade relations and also close relations in regard to defence. Pakistan can do this only when it gets access to China through Saichin. This has also been proved that Pakistan is providing arms, training to the sikh extremists and also harbouring them.

Mr. Deputy Speaker, if you see the history of the 'U.S. Enterprise', you will find that it had entered the Bay of Bengal, to help Pakistan in the Bangladesh war. But when the American fleet reached the Bay of Bengal, the Pakistani army had already laid down arms and Bangladesh had emerged as an independent country. But the question arises what is the purpose



[Shri Dharam Pal Singh Malik]

behind the 'U.S. Enterprise' visit to Karachi harbour. No one is going to believe America that they are sending this fleet having 4500 military officers and personnel to Karachi for excursion. After all why Americans Chose to visit Karachi for excursion. This does not hold water that they have come to Karachi for only recreation. This fleet anchored off Karachi harbour on 15th of March and left on 19th of March. For five days, the 4,500 military personnel of this Seventh Fleet remained off Karachi harbour. This is beyond our comprehension. I would like to know what were their activities during the five days when the American fleet was anchored off Karachi harbour. Did they contact the people of Pakistan? Besides this, it may be the intention of America to shift the headquarter of this fleet from Philippines to Karachi. I would like to know what was the need for this fleet to visit Karachi from Philippines? I think this matter should be taken very seriously. The plausible reason for the visit of the Seventh Fleet to Karachi seems to be that it could study the layout of that area as well as take photographs of the area. The arrival of the Seventh Fleet could also have a great impact on the citizens of Pakistan and in other ways as well.

M.R.D. leader of Pakistan Shri Iqbal Hyder has also criticised this visit and termed it as the violation of the principles of non-alignment. I would like to know whether our hon. Minister is taking into consideration this point in all the discussions which we are having with Pakistan for establishing cordial relations with our neighbouring countries? Under these circumstances we should take a serious note of the arrival of the Seventh Fleet there.

It would have a very adverse effect on the non-aligned position of Pakistan. It would also have an adverse effect on the discussions which our Prime Minister Shri Rajiv Gandhi is having with Pakistan for signing a no-war pact as also to the concrete steps taken by him.

There is another aspect of the arrival of the fleet in Karachi harbour; it will

scuttle the discussion which is going on between Afghanistan and Pakistan, because the arrival of the U.S. fleet there would annoy U.S.S.R.

It is also possible that this fleet might be carrying a large number of nuclear weapons which could be handed over to Pakistan. In this connection I would like to ask the hon. Minister if his Ministry has any information about clandestine handing over of weapons to Pakistan during the period the Seventh Fleet was anchored off the Karachi harbour. Has this fleet not taken any photographs of the border areas of Pakistan and India or not taken any maps of border areas? I would also like to know as to what was the impact of five days' stay of the seventh fleet on the people of Pakistan? There does not appear to be any sense in the plea that it had stayed there for five days for recreation.

I would also like to know why this fleet takes rest and recreation near Karachi only, when it could have stayed for five days for the same purpose in Philippines also? Why have they selected Karachi port for rest and recreation? It is also possible that they might be setting up a permanent base at Karachi, which may pose a danger to our country for all times to come. I would like to submit to the hon. Minister to give a serious thought to this matter and take this into consideration that the construction of road by Pakistan and China through Saichin would increase co-ordination in the field of trade and defence between the two countries. I would like to know as to what would be its impact on the foreign policy of India?

With these words. I express my thanks to you for giving me an opportunity to speak.

[English]

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur): Hon. Deputy-Speaker, Sir, the anchorage of US Enterprise and warships off Karachi Port can lead to serious repercussions on the defence and security of our country. Sir, the Rapid Development Force (RDF) is also being brought near the borders of Pakistan and Afghanistan. Pakistan Government is

openly making allegations that the Afghanistan Government is instigating the Pakhtoon people for doing sabotage in Pakistan. It is also being alleged by the Pakistan Government, that Afghanistan Government is giving automatic weapons to the Pakhtoon people who want to create noise and law and order problem or overthrow the Government. Leave aside this point.

This is their allegation. My friend said that Sikh extremists are being trained in Pakistan. While taking the issue very seriously, I will urge upon everyone, not to call extremists Sikhs or Hindus or Muslims. Extremists have no religion. Extremist is the first-rate enemy of the human being. Any extremist, he may be Sikh, he may be of any religion, I, on behalf of my party, strongly condemn the extremism anywhere in the world, not only extremism, but also separatism.

SHRI HARISH RAWAT (Almora) : Kindly condemn them in Punjab also.

SHRI BASUDEB ACHARIA (Bankura) : Yes. They are condemning in Punjab also.

[Translation]

SHRI C. JANGA REDDY (Hanamkonda) : It is not that they condemn in the House only.

[English]

SHRI HARISH RAWAT : I am welcoming the statement.

SHRI BALWANT SINGH RAMOO-WALIA : I have full respect for the sentiment of Shri Rawatji. My sincerity and seriousness is itself the proof of what I am saying.

Now, suppose if trouble is created in Pakhtoonistan, it will certainly have some repercussion on the defence of our country. Hon. Foreign Minister should be prepared and the Government should be prepared to meet such a situation.

I want to make it clear and let this House be told that every day Punjab Chief

Minister, Sardar Surjit Singh Barnala, says in Punjab Assembly and outside the Assembly that some forces across the border are instigating and creating trouble in our country and hon. Minister and many responsible leaders of the ruling party had been saying and yet say that extremists are being trained in Pakistan to create trouble in Punjab. But can I ask the Government "Has the Government ever taken up the issue?" It should not be mixed up with any other issue. Have you specifically taken up the issue of training of extremists, of training camps, number of trainees and location, with the Pakistan Government? Why don't they take up? They should specifically talk to Gen. Zia that there is "wide-spread resentment in our people, that training camps are there, this is the number, these are the places, such are the weapons." The interrogation will lead to certain exposition. They have never talked of it. I do not doubt the seriousness and sincerity. But I doubt why they are weak. Why do not they talk? What is the limitation before them? I will say again, clearing my view point and clearing the voice of the Akali Dal that we are as much concerned about the security and integrity of the country as anybody else. I will certainly request the Government kindly to give us sympathy, support. Take our support. We are one in this problem. We must expose the Pakistan designs. Government of India knows better and the country must be told so that a clear approach is possible towards the extremist problem in Punjab.

Now I will only take two minutes and put seven questions.

In my opinion, coming back to the pavilion, on the same subject, leaving the Punjab extremism, this is the same Enterprise Ship which came into Bangladesh War in 1971. Is it true?

(2) This visit is unusual because the warship has travelled 2560 miles from Singapore to Karachi and it carries nuclear weapons on board. It is true, hon. Foreign Minister?

(3) *The Enterprise* is part of the Seventh Fleet but Pakistan area is under surveillance by the US Sixth Fleet. Or is it the

[Shri Balwant Singh Ramoowalia]

Seventh Fleet? Why did a ship of the Seventh Fleet come into this area? Unless it was to assure Pakistan of total US support.

(4) Has the US attitude hardened towards India? Specific question—has the US attitude towards India hardened?

(5) Does it mean that diplomacy with Reagan by our Prime Minister has not succeeded?

This development is serious because according to the External Affairs Ministry's Annual Report Pakistan is collaborating with Sri Lanka and giving arms to that country.

(6) Considering that the Chinese President was recently in Sri Lanka and he called India a sub super power, it seems—it is certainly painful—that now India has been isolated once again in the world arena. It looks that India's foreign policy is becoming somewhat ineffective. Only USSR is the best friend while others are fighting shy of us.

(7) I demand a White Paper on our foreign policy since the new Government took over.

**SHRI SURESH KURUP (Kottayam):** The Seventh Fleet has again appeared challenging the people of India. As the hon. Members who spoke earlier have already pointed out, this is the very same fleet and the very same *Enterprise* which came to the Bay of Bengal during the latter part of the Bangla Desh people's struggle for liberation, to intimidate the people of India and Bangla Desh.

I would like to say that the Seventh Fleet symbolises American Imperialism's aggression towards India. It is common knowledge though it is said that they have landed in Karachi for relaxation and for entertainment and every one knows that it is actually a show of strength and a warning to those who are concerned.

This is the first time that American military presence in this ocean comes to

South Asia. You know that after the fall of Shah in 1979 Pakistan acquired a special importance, a special strategic importance for USA in this region and they began to supply sophisticated arms to Pakistan. All these years since 1980 both USA and Pakistan have been maintaining that they do not want any military base in Pakistan, but now the truth has come out and that is already mentioned in the statement of the Minister that the U.S. authorities have categorically stated that Pakistan is a country where they have access and facilities. This means nothing but they are having military bases there. And the presence of the Seventh Fleet underlines the fact that U.S. is already having a military base in Karachi. This question is the culmination of the American strategy for intervention in the Indian ocean area. This form of Rapid Deployment of Forces in 1978, the revival of the supply of arms to Pakistan which was stopped since 1965 and the renewal of the Mutual Security Agreement between the U.S. and the Pakistan and also the formation of the New Central Command by the U.S. are part and parcel of the U.S. Strategy to bully the people of South Asia. Pakistan has become the tool of American strategy in the entire Indian ocean area. The main role of the U.S. in this area, as everyone knows, is to destabilise India. The new friendship between the U.S. and the Pakistan involves the sharing of Military Intelligence also. We should take note of this aspect very seriously. We know, both these countries are interested in encouraging secessionist forces inside our country. Already extremists are getting training in Pakistan. The United States is involved in every secessionist activity in India especially that of the North-East. So, the Government of India should take a very serious note of this aspect.

There is already a chain of U.S. military bases in this area. Diego Garcia has already been converted into a nuclear base. As far as our understanding goes, Diego Garcia occupies a special status in the U.S. War Programme. There is a network of bases in Egypt, Somalia, Kenya, Seychelles, Oman and Pakistan. I do not know why the Minister in his statement is reluctant to admit about the Karachi base. On the other side there is Baluchistan.

Already, the opposition Leaders in Pakistan have strongly condemned this. They have come out and categorically stated that there are bases. There is an air-base in Gawadar in Baluchistan. Why the Minister is reluctant to openly say that they are maintaining the base.

*(Interruptions)*

This is an overall part of the plan to encircle our country. Now it is Karachi; tomorrow it will be Trincomallee and after that it will be Chittagong. All these things show the imperialist plan of the U.S. We should take a very serious note of this situation.

SHRI G.G. SWELL (Shillong): What about the Coco Islands?

SHRI SURESH KURUP: The dangerous penetration of U.S. imperialism into these regions would mean the policy of perpetuation of anti-people and autocratic regimes in our neighbouring countries also. In this background, we should view this appearance of the Seventh Fleet in Karachi. I wonder why the Government of India or the Minister concerned have not come to the House with some more detailed information.

SHRI G.G. SWELL: How can he?

SHRI SURESH KURUP: Such a serious thing has happened. They used to make statement on such incidents and in this note or statement supplied by the Minister, not a word has been mentioned about any protest note given to Pakistan or to America. I want to know whether the Government of India has made any protest to the Government of Pakistan or the Government of the United States regarding this incident. We are for maintaining good relations with Pakistan or any other neighbouring country in our area. But we should take into account the fact that this should not be by sumitting our interests to the imperialist interests because any such move includes the interests of U.S. imperialism. Already the American imperialists are trying to pressurize our country to sacrifice our long-term interests in getting

into an accord with the neighbouring States.

I have only two or three specific questions to ask. I want to know why the Government of India is reluctant to react to this very serious incident that has happened in Karachi. I also repeat my question whether the Government of India has sent any protest note and also whether our Government propose to take up this incident with the United States Government and Pakistan.

*[Translation]*

\*SHRI BAJU BAN RIYAN (Tripura East): Mr. Deputy Speaker, Sir, the visit of the six U.S. warships to Karachi Port is a part of the global conspiracy of that super power, America, to push the people of whole world to the brink of war. I want to know from the Government whether they view this thing as a part of the American conspiracy to destroy the world or not. Sir, the hon. Members who spoke before me dealt in detail about the stockpiling of arms on our four sides in Sri Lanka, in Bangladesh, in Pakistan and in Diego Garcia to create danger for us. These have been published in all our newspapers also. Therefore, I won't go into all that. A grave danger for the whole world lies ahead. We want peace, if our Government also wants peace, then it will be our duty to make our people conscious of this danger of war and to alert them. We, who are on the side of the Communist Party (Marxists), we who are on the side of the leftists, we are holding seminars and holding public meetings to make the people of India conscious of this danger of war. Now you are running the Government. You have got more votes. From that we assume that the people support you. We want you to make the people conscious of the danger of war that is looming large and to alert them. Are you prepared to do that? Many say that we face this danger from two sides, *i.e.* from the two Super powers. On one side it is the United States of America and on the other side it is Russia. We think that this danger is being created by USA only and Do you also think like that? We

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\* The speech was originally delivered in Bengali.

[Shri Bajju Ban Riyan]

don't./To combat that, Russia also has to remain prepared. You have seen its proof also. Some time ago when Mr. Gorbachav brought the proposal of disarmament for maintaining world peace, what did U.S. say? What did Mr. Reagan say? You all know that. Therefore on the question of the destruction of the whole world, on the matter of the danger of war, will the Government of India clearly state that Mr. Reagan and the U.S.A. is responsible? Will they alert the people of our country to this danger? Sir, if there is a world war, we too will not survive. A conspiracy of war is going on all around us. The Government is trying to meet that challenge by its military force. But, Sir, that is not enough. The Government will have to come forward and awaken the whole masses to this grave danger. The people will have to be made conscious of this. I conclude with that.

[English]

SHRI SAIFUDDIN CHOWDHARY (Katwa): Sir, the visit of the 7th Fleet warships at Karachi Port has sparked alertness among the people of our country and also among the people of Pakistan. As we are discussing here this issue today, we have seen reports that in Karachi itself students and people have demonstrated against this visit and they defied the military rulers—not to come out in the street and protest against it. The attention of the whole world community is also attracted to this situation.

We don't take this matter very lightly and to our understanding this large scale visit has introduced a new element in the whole situation. This is the beginning of a qualitative change in the situation in this whole region.

Now there are so many reports. I want the Foreign Minister to clarify whether it is a fact that reports are there that this move, this visit is linked with the possibility of a spill over of the Gulf war. We all know that America is striving to get Karachi as the entry point for its RDF moving into the Persian Gulf from the east

i.e., Diego Garcia particularly. It seems that with this particular visit a big step has been taken by USA in that regard. We all know and it has been mentioned here also how desperately they are trying to get Karachi and Gwadar to compensate their loss that they have made in Iran.

There are reports also that it has certain links with Siachen Glacier. The USA has recently extended their area of concern to the whole of J&K in relation to their RDF forces. I am not going into other details. You have mentioned in your statement that Pakistan Government in advance informed our Government about the forthcoming visit of this ship. What did you try to do? Did you try to communicate to the Pakistan Government that you are opposed to this kind of visit as this goes against the concept of non-alignment?

We have recently formed SAARC. Is that not going to be jeopardised? We are trying to woo Pakistan for a pact. They have given their "No War Pact"—that is a fraud—and we are saying, Treaty of Friendship, Peace and all that. We should try to have friendship. But I have doubt that we are going to succeed with this Government. That is nothing but the appendage of USA. That is the main irritation in our relationship.

I want to know whether any protest was made earlier or whether after the visit any attempt has been made to express our opinion, the anger of our people to the Pakistan Government and whether you are considering to take this matter very seriously at the forum of SAARC. What does SAARC mean? If we are not to move towards a position where we can be able to keep our area free of this kind of intervention, then there is no meaning of SAARC. You may talk of economic relations but everything is decided by politics.

I also want to know whether still our Government harbours any illusions that there can be a possibility of a pact of friendship or peace treaty. No doubt, we must try for that but Government should be bold enough to educate our people that we do not harbour any illusion and not

lose our alertness as that will endanger the security of our country and the alertness of our people.

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI B.R. BHAGAT) :** Sir, I am grateful to all hon. Members for raising this issue. An hon. Member said that the Minister should have come *suo motu* to make a statement. I think in agreeing to the Call Attention we give the honour to the Members. It is better that they raise it. I think the Members should prefer this that they raise it and we answer it. There should not be a grouse. Actually they should give credit to the Government that we give enough importance to the hon. Members.

Sir, on an issue like this there is no difference of opinion. I have myself expressed great concern and I join the hon. Members in the expression of concern about such a visible and all-time high naval presence in our neighbourhood.

Sir, I can assure the hon. Members that so far as the question of security of this country is concerned they should rest assured that this Government will never lower its guards when the security interest of the country is concerned. This has been said often times and I repeat it again. So, on this matter there should not be any difference of opinion. The concern expressed by the hon. Members is fully shared by the Government.

Sir, the hon. Members have raised many points, namely, is it the network of bases or is the country being encircled or whether the war is coming or is the visit a spill over of the Gulf war in Iran and Iraq? Some hon. Members also raised the question of concentration of Pakistani forces on the J & K border and the situation in Siachen. All these questions have been tried to be linked. On a matter like this 'yes' because it is a matter of great concern to the hon. Members.

Sir, the basic question having been answered that we share the concern and we are very alert on all aspects of security so far as this particular question is concerned, viz., the visit of the Enterprise accompanied by five other naval ships

including possibly—as has appeared in Pakistan press—a nuclear submarine, I would like to say that on 10th March the US Ambassador in New Delhi telephoned the Foreign Secretary to say that some U.S. ships would be making a visit to Karachi on March 15. In view of the fact that U.S. ships have been regularly visiting Karachi, we had anticipated that this particular visit would be of a high profile, otherwise the U.S. ambassador would not have informed in advance.

Sir, the Press has reported that a spokesman of the U.S. Embassy in Islamabad has said that the visit by U.S. ships to Karachi is in connection with routine U.S. naval exercises in the area. Press reports have also quoted the American Embassy sources in Islamabad as discounting reports that the US feared a spill-over of the Gulf war between Iran and Iraq.

Again, according to press reports, Pakistan's Ambassador to USA, Mr. Ejaz Azim recently told the Jang newspaper of Pakistan that his country would extend the same facilities to the US Navy in its waters as it extended to the navies of other friendly countries. He ruled out any military exercises with the United States Rapid Deployment Force on Pakistan's territory. But this is the USA official view and the Pakistan official view, but that is not shared by the opposition leaders as well as the independent press there. I would like to quote some of the statements by the opposition leaders in Pakistan. Pakistan opposition leaders have criticised the Government's decision in allowing the fleet to sail in. This is for the first time in Pakistan's history that an officially designated USA Government fleet is visiting this country's shores. The opposition leaders have charged that the visit by the US ships makes a mockery of Pakistan's non-aligned position.

The official media, Pakistan Times and the Morning News have described the visit of the ships as routine and some papers have even said that these reports also claim that it is nothing unusual, because the Soviet naval ships have also facilities for calling at Vishakhapatnam. They have compared this, but the fact of the matter

[Shri B. R. Bhagat]

is that Vishakhapatnam does not allow any military ships, Soviet, or any other, but erroneously, mistakenly, deliberately or mischievously, they have tried to draw a comparison, although there is no comparison.

SHRI G.G.SWELL : Are these commercial ships or military ships ?

SHRI B.R. BHAGAT : No military ships visit Vishakhapatnam. It is a thriving port ; commercial ships do visit, but no military ships of any country.

Again, the non-official media, are critical of Pakistan Government in their editorials, in their reports and in their articles. They are severely critical of Pak Government for allowing US ships including nuclear submarine to anchor off Karachi. For example, the *Muslim*, in its editorial dated 18th March, 1986 says :

“The Government's claim that it has not bartered away the country's independence or granted bases or other facilities to the US is suspect now.”

This is what the *Muslim* says including granting of bases.

SHRI SAIFUDDIN CHOWDHARY : The whole country has become the bases.

SHRI B.R. BHAGAT : Again, in an article in the *Muslim* by a gentleman called Rifat Hussain Syed, it is said :

“By playing host to the US 6th Fleet, we shall make lot of enemies without receiving any tangible rewards.”

Then, the *Nawa-e-Waqt* also says :

“Pakistan is not a place for rest and recreation for US armed forces. They should, therefore, leave the country.”

Then, another paper ‘Frontier Post’ says :

“A non-aligned country should not become a regular host to one of the super powers’ area patrol. Pakistan should refuse hospitality to the nuclear submarines.”

This is the feeling and concern in Pakistan itself ! We also notice the dichotomy of the official media or the Government's stand and the people's stand including their press in Pakistan.

So far as our reaction is concerned, I do not want to go into the whole thing. With all these security arrangements and the assistance and supply of sophisticated weapons to Pakistan, there is a strong suspicion that there must be some *quid pro quo* agreement. There must be something of this sort, although it is being denied by Pakistan and the United States. The suspicion persists and it persists in the United States, and as I have quoted just now, it persists in Islamabad itself.

For example, the celebrated columnist Jack Anderson in an article which appeared in ‘Washington Post’ on 17th January 1984 claimed that President Zia had promised to allow US planes to use Pakistani air fields, should soviet bombers threaten the Persian Gulf from Afghanistan.

An American magazine ‘Parade’ said on 5th February 1984, quoting President Zia :

“In this vital region, Pakistan stands today as the isolated bastion of the free world. Pakistan safeguards the vital interests of the US in the Persian Gulf in South West Asia and in this immediate region.”

Sir, it is a common knowledge that American presence in the Indian Ocean area has been increasing. People have talked about the ‘network’. They are not calling on all these ports just for rest and recreational facilities. Actually, there are no rest and recreational facilities in Karachi. I got the information from the Pak press that for liquor, they have to keep the barges off the coast and they have to get it from naval people (there



were about 4500 naval personnel) who were roaming in civilian guise because they were not allowed to roam in their naval outfit. Even that was objected to by the people there. They have to go back to the barges in the sea and replenish their liquor quota. So, there is no facility for rest and recreation. It is true, they are having these facilities at Singapore, Thailand and Colombo and all those places.

There is also information that at the present moment when the US Enterprise was in Karachi, two ships of Pakistani Navy, PNS Dacca and PNS Tariq arrived in Colombo Port on a goodwill visit on March 17 and they are expected to leave on March 20. You see the coincidence and you see all these activities. American presence in the Indian Ocean is on the increase. They have a network. Apart from the big giant base at Diego Garcia with all the nuclear facilities, they have a network all along the arc from Karachi to the African Coast, upto Kenya. Apart from this, they have formed an arc upto Kenya. Now, the Pakistan ships are visiting Colombo at the same moment. And all these matters are of concern to us, no doubt. And I am happy that with the people and Parliament here, the concern is among the Pakistan people also. So let us hope that we are able to work together. We are alert as far as our security is concerned, but the real answer to this is that, we are looking forward to see that Indian Ocean remain as a Zone of Peace. In our discussions and negotiations with Pakistan we put this as a basic thing. In any framework or a structure for durable peace in this region between India and Pakistan, we suggested to Pakistan the Treaty of Peace and Friendship and non-aggression. These are two vital issues in which we are still negotiating that there should not be any outside presence. There should not be any outside intervention or interference in our affairs in this region. Therefore, all negotiations should be under the Simla Agreement, that is on the basis of the bilateralism. But the second one, which is more relevant to this debate and is also very important that we suggested to Pakistan that the two country, that is India and Pakistan should not offer any base or any military facility to third

country. This is an important issue in the treaty of peace and friendship. Pakistan says that they have not offered any base to any other country—third country. They are not going to do this—if I may be permitted to use the word, dichotomy.

SHRI G.G. SWELL : They don't close the option.

SHRI B.R. BHAGAT : They say, they do not want to foreclose the options of future Governments, if the future Governments want to take a different stand on such a vital matter. He also said that it is an infringement of the sovereignty of Pakistan. So, these things are there and we have to take into account all these factors.

And finally, in conclusion, I express my gratitude to the Members for raising this. This is once again an occasion to say that we are wide awake to our security interest and we are wide awake to what is happening in the region. We are projecting not only our own interest of security, but will work towards peace and stability in this region.

*(Interruptions)*

MR. DEPUTY SPEAKER : What do you want ?

SHRI SAIFUDDIN CHOWDHARY : Sir, we discussed it here and people want to know what is in our minds, whether any formal protest has been made or not ?

SHRI B.R. BHAGAT : There is no need of a formal protest. The Ambassador himself didn't give us any opportunity to protest. He himself informs us. They say it is a routine visit. They say it is for rest and recreation only. So, how does we protest on this issue ?



**MOTION RE : ELECTION TO THE  
NATIONAL WELFARE BOARD  
FOR SEAFARERS**

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : I beg to move

“That in pursuance of Rule 4 (h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules.”

MR. DEPUTY SPEAKER : The question is :

“That in pursuance of Rule 4 (h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules.”

*The motion was adopted.*

**MATTERS UNDER RULE 377**

[Translation]

- (i) Need to sanction adequate funds for providing water to Bhopal from river Narmada

SHRI K.N. PRADHAN (Bhopal) : Mr. Deputy Speaker, Sir, I would like to raise the following matter of urgent public importance under rule 377 :

Bhopal is the capital of Madhya Pradesh and it is a very beautiful city from

tourism point of view also. The late Prime Minister, Shrimati Indira Gandhi had herself appreciated the beauty of this city and had said that it should be further beautified.

But on the one hand, the ponds of the city, which are the main attractions of the city, are becoming silted up and need to be deepened immediately and on the other hand the work on the underground drainage system is going on for the last fifteen years, but due to paucity of funds it is still incomplete. For the early completion of this work, the Central Government should make available necessary funds.

13.06 hrs.

[SHRIMATI BASAVARAJESWARI  
*in the chair*]

Similarly, there is acute shortage of drinking water and the people have to drink polluted water. It is also difficult to supply drinking water from Kolar project within the scheduled time and by the time water from this project is supplied, it would be inadequate to meet the requirement of the city. It has been conclusively decided that the drinking water requirement of Bhopal can be met only from river Narmada. Narmada scheme should, therefore, be executed immediately, otherwise a serious drinking water problem may arise in Bhopal in the next few years. The Central Government should, therefore, provide necessary funds immediately for the scheme of drinking water supply from river Narmada.

[English]

- (ii) Need to construct fly-overs on Western Railway suburban section of Bombay between Bandra and Dahisar with the help of firms in the private sector

SHRI ANOOPCHAND SHAH (Bombay North) : There are proposals to construct 5 to 6 fly-over bridges on the Western Railway suburban section of Bombay, between Bandra and Dahisar. To solve the problems of road transport and to avoid delay at a number of level crossings to go from east to west, and west

to east, it is most necessary that Railways should construct fly-over bridges in consultation with the State Government and the Bombay Municipal Corporation. As the financial resources are limited with Railways, it may not be possible to take up the project immediately. However, the Railways should consider ways to take the help of the private sector or big business firms, or big industries for the construction of such fly-over bridges. They may be allowed to utilize that particular fly-over bridge for the purpose of advertisement. Railway authorities and the Bombay Municipal Corporation can allow such private sector which is spending money and contributing for the construction of such fly-over bridges, to name it as they desire. I hope the Ministry of Transport (Railways) will draw up a proposal to help the people of Bombay to solve the problem of road transport.

- (iii) Need to set up a unit of the National Institute of Sports in Kerala particularly in Cannanore

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): The State of Kerala has produced some of the best athletes of India. Among them we have at present P.T. Usha, M.D. Valasamma and Shiny Abraham, who won laurels for our country. In the field of games also, Kerala has players of international repute. Numerous budding athletes in the remote villages of Kerala await opportunities to exhibit and improve upon their talents. Due to lack of infra-structural facilities and proper training, most of them go unrecognized.

It is, therefore, imperative that a wing of the National Institute of Sports be started in Kerala to identify, train and to improve upon the best talents available there. Opening of National Institute of Sports has been the long-cherished dream of the sports-loving people of Kerala, and the State Government has also taken the initiative to urge upon the Central Government to set up the same at the earliest.

It is, therefore, requested that every effort may be made by the Centre to start a unit of the National Institute of Sports

in Kerala, preferably in Cannanore which is the place where most of the renowned talents were first initiated into the field of sports.

[Translation]

- (iv) Need to develop "Shanideo temple" in the Morena district of Madhya Pradesh as a tourist resort

SHRI KAMMODILAL JATAV (Morena): Madam, I would like to raise the following matter of urgent Public importance under rule 377 :

There is an ancient Shanideo temple in Morena of Madhya Pradesh, which is the only temple of its kind. People from all over India visit this temple to have a glimpse of Lord Shanideo. The facilities for lodging are lacking there. The temple building is also very old and small. Roads have also not been constructed there. I would, therefore, request the Government that Shanideo temple should be declared as a tourist resort so as to provide transport and communication facilities to the people.

- (v) Need to grant equal pension to all ex-servicemen including the ex-servicemen of Burma

SHRI HARISH RAWAT (Almora): Madam Chairman, the Government has always been concerned about the rehabilitation of the retired army personnel and in providing them facilities like pension etc. In this direction a lot of work has been done but there is great resentment among a section of ex-servicemen because the question of equality in pension facility has not been solved so far.

The Government had in this connection constituted a high power committee. It is a fact that certain ex-servicemen are being paid lesser pension than other army men of the same rank who retired before a certain date whereas most of them have taken part in more than one war.

Therefore, former army personnel should be paid equal pension and ex-servicemen of the erstwhile Burma Govern-

[Shri Harish Rawat]

ment, whose number is very small, should also be provided at least the same amount so that they are able to make both ends meet.

[English]

- (vi) Need to strictly enforce the safety regulations in the industrial units located in and around Baroda and also improve safety conditions in these units to avert Bhopal type mishap.

SHRI RANJIT SINGH GAEKWAD (Baroda) : There are large scale chemical based public undertakings under central and State sectors near Baroda, viz : Gujarat Refinery, IPCL, Gujarat State Fertiliser Co., Heavy Water Plant, Gujarat Alkalies & Chemicals Ltd. A number of medium and small scale chemical units are also located in the Nandesari Industrial Complex near Baroda.

These are hazardous industrial units. Gases of some of these units are ten times more deadly than the Bhopal Gas of Union Carbide.

In the context of recent gas leakage from Shriram Fertilisers and fire mishap of Siddhartha Continental in Delhi, enforcement of safety measures assume great significance to avert Bhopal type tragedy. In the event of Siddhartha Continental like mishap, casualties of this kind take place due mostly to ignorance of the precautionary measures required to be taken. Improvement in safety conditions and constant monitoring of environment, industries physical structure, warning systems within and around the industrial units play an important part in minimising losses of lives and damage to property.

Information plays a vital role in all phases of disaster management and the application of a well designed information system not only helps in minimising losses but also improves the effectiveness of the disaster management. There should be greater awareness of such a system.

Through this notice, I would like to

draw the attention of the Minister concerned about the need to enforce safety regulations strictly in the industrial units located in and around Baroda and also improve safety conditions in these units in order to avert Bhopal type mishap in Baroda.

[Translation]

- (vii) Need to take urgent steps to clear the freedom fighters' pension cases.

SHRIMATI KRISHNA SHRI (Begusarai) : Madam Chairman, on August 15, 1972 the then Prime Minister Shrimati Indira Gandhi had announced a scheme of pension for the freedom fighters who had fought and made sacrifices in the freedom struggle. At that time 4 lakh 24 thousand people had applied for this pension and about one lakh and 32 thousand freedom fighters were given pension.

For the last 3 or 4 years about 93 thousand cases recommended by the State Governments are pending with the Government of India. Out of these, more than 24 thousand cases pertain only to Bihar. During 1985, the former Minister of State in the Ministry of Home Affairs, Shrimati Ramdulari Sihna had publically announced that these cases would be disposed of within a period of three months. From time to time the Home Ministers have assured in and outside Parliament that the pending cases of the freedom fighters will be disposed of very quickly but though a period of more than one year has lapsed yet no progress has been made.

The officials in Lok Nayak Bhavan force the freedom fighters to make rounds and harass them. The State Government too have failed to decide honourably the pending applications of several freedom fighters. All told, the freedom fighters are being harassed everywhere. It is being commonly rumoured that by greasing the palms, freedom fighters' pension cases can be expedited. I want to draw the attention of the Government towards this serious problem.

(viii) Need to grant early clearance to the Muhane dam and Punpun Irrigation projects in Bihar.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Madam Chairman, I want draw the attention of the Central Government to the fact that Bihar is a backward State. It is lagging behind in the matter of agriculture and education. There has not been uniform development also. For the advancement in agriculture, irrigation is necessary.

Two big irrigation projects—one Muhane Dam Project and the other Punpun River Irrigation Projects—have been pending with CWC for the last 10 years for final clearance. Both the projects should be sanctioned and included in the Seventh Five Year Plan and allocation should be made for them so that 2 lakh hectares of land may be irrigated regularly. This will not only increase the national income, but also solve the problem of unemployment to some extent. Therefore, the Central Government should sanction the two aforesaid projects urgently.

[English]

(ix) Need to take appropriate steps to set up the proposed spinning mill at Aliganj in the district of Etah, Uttar Pradesh for the upliftment of people in this backward area.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah): The Uttar Pradesh Government had in June, 1985 decided to set up a spinning mill at Aliganj which is a backward area in the district of Etah. It was considered that setting up of a mill in Aliganj would not only generate employment opportunities for Aliganj people but also for the people from the neighbouring areas. It will improve their economic conditions and would solve the problem of growing criminal tendencies among the youth because of unemployment. This laudable decision was welcomed by all.

A survey team visited Aliganj sometime back and was shown vast track of unused land around Aliganj Dhatindra Road and Aliganj Saraiaghat Road which could be used for the purpose. It is now feared

that the spinning mill may now be set up at some other place in which case it would prove detrimental to the interests of Aliganj people and the very objective of the upliftment of this backward area would be frustrated. Therefore, Sir, through you and this august House I would request the Central Government to take appropriate steps to ensure that there is no deviation from the well considered decision of the Government and it is implemented for the betterment of the people of Aliganj.

## DEMANDS FOR GRANTS (GENERAL), 1986-87

[English]

### MINISTRY OF PETROLEUM AND NATURAL GAS—Contd.

MR. CHAIRMAN: We will now take up Item 13, and continue further discussion on the Demands for Grants under the Control of the Ministry of Petroleum and Natural Gas. Shri Vijoy Kumar Yadav to continue.

[Translation]

SHRI VIJOY KUMAR YADAV (Nalanda): Madam Chairman, I was submitting that the Government by increasing the prices of kerosene oil, diesel, petrol and gas have put a heavy burden on the poor, the farmers and the middle class. The people who had already been suffering because of the soaring prices have been put in a serious situation and their reaction is also forthcoming. The price rise of this type is not only harmful for the people of the country but also to the stability of the Government. I would appeal that you may reconsider the matter and withdraw the price hike.

It is said that the price hike has been resorted to on account of the resource constraint. There can be other ways to mobilise resources. It is not proper for a democratic Government to mobilise resources by burdening the poor and the farmers of the country in this way. You



[Shri Vijoy Kumar Yadav]

should find out other ways and means which may put the burden of the price rise on the affluent section of the society. Every effort should be made to give relief to the common man.

It is a fact that in the recent past oil and gas has been explored and the country has made progress and marched forward. The technique of exploring oil and gas is quite advanced in the country. What is required is that more attention should be paid towards it. In Bihar, exploration work is being carried out at many places but I think this work should be extended to many more places.

Yesterday, an hon. Member was saying that the possibility of oil is greater near hot water springs. In Bihar, in Nalanda, Navada and several other districts there are hot water springs. Efforts should be made to explore oil in these areas. I want to say that Bihar is the most backward district of India. Be it petrol, diesel, gas or kerosene oil, Bihar is supplied lesser quantities than other States. The hon. Minister himself belongs to Bihar but being from Bihar he is hesitant to give more to Bihar... (*Interruptions*). But its due share is also not being given to it, particularly diesel, gas and kerosene oil which are part of the daily life of the common man. Therefore, what is needed is that keeping in view the population of Bihar and needs of the State, the diesel at the time of sowing of the crops should be provided in adequate quantity to the farmers. Diesel pumps and petrol have not been set up there even at Sub-Divisional Headquarters. I am not talking of Bihar alone, I am talking of a general principle that there should not be a single Sub-Divisional Headquarter in the country which may be without an LPG agency. I would say it should be available even at a lower level because other sources of fuel have become costly and it is also not in the interest of the country. Therefore, more and more people are going in for LPG. There should not be any Sub-Divisional Headquarter, particularly in Bihar, which is without an LPG agency. Petrol should be available even at the Zonal Headquarters. As diesel is connect-

ed with agriculture and agricultural development and helps in a big way, there should not be any area where it is not supplied. During the season its demand increases manifold. Therefore, there should be proper arrangement for its supply.

Kerosene oil is supplied in such a short quantity that the people who badly need it, i.e. the Harijans, the Adivasis and the poor do not get it in the villages on fair price. The hon. Minister should, therefore, evolve a machinery in this regard to monitor its distribution properly. If this arrangement cannot be made at lower level then at least a monitoring cell for supply of petrol, diesel and kerosene oil must be set up at district level so that the complaints by the people against the dealers, about non-availability of gas or under-weighing of the gas cylinders or about the adulteration in diesel or black-marketing in kerosene oil etc. could be enquired into. What is happening at present is that the matter being related to the Centre, even Collector is unable to do anything. The result is that there is no such place where people can lodge their complaints relating to distribution of petrol, diesel and kerosene oil. Therefore, a committee should be formed at district level where people can complain and their complaints are heard. This committee should include the representatives of the people besides people from other walks of life. I would submit particularly regarding kerosene oil that the wholesalers indulge in large scale bungling and are not providing kerosene oil to the common man. Either their number should be increased or kerosene oil should be distributed through fair price shops.

With these words I conclude.

[English]

SHRI MURLI DEORA (Bombay South) : Mr. Chairman, I rise to support the Demands for Grants presented by the hon. Minister. It was in early Seventies after the Israel-Arab War, when the world realised what vital role the oil has in the world economy, and remember, our cost of oil which we used to import at the rate of Rs. 17 a barrel, went up to nearly Rs.

300, and rightly the Government of India took steps to explore more and more oil throughout the country, both on-shore and off-shore. Thanks to these programmes. Today we produce nearly 30 million tonnes of oil—two-third off-shore in Bombay High and one-third, that is, about 10 million tonnes on-shore. The maximum extraction ratio of oil today, out of the total 500 million tonnes of reserves, is 1 : 17. I would like to draw the attention of the hon. Minister that the emphasis which we are giving on the oil and gas production today has never been given in the past ten years. The hydro-carbon reserves in our country are almost 50 per cent oil and 50 per cent gas but hardly much work has been done on the production of gas as well as on using it very effectively and scientifically. I will give you one example. In Bombay High, about seven million to eight million cubic metres of gas is produced every year but for years together, one can see, in Bombay High the gas is being flared up. Nearly three million to four million cubic metres of gas was flared up or burnt everyday. After so much time, the first terminal for the pipeline was constructed at Oran and this is handling nearly seven million cubic metres a day, which has really become a boon to the State Electricity Board gas turbines and the Tata gas turbines and which is giving vital energy to the city of Bombay. But unfortunately, of late, the Maharashtra State Electricity Board and the Tata Electricity Board, which have already installed the gas turbines at Oran, are not getting enough gas. The reason is not that the gas is not available; the gas is available but the carrying capacity of gas to Oran is not there. So, I would like to request the Minister that he should come up with the programme very soon when the second terminal at Oran and the second pipeline to Oran is installed which will carry further gas to the city of Bombay for power generation and which can also be used for domestic and industrial fuel.

Several Members have expressed the problems about LPG gas cylinders. I would like to bring to the attention of the Government as to why they are not thinking on having the gas supplied through pipes, both to industries as well as to

houses. The same is done in big cities in Europe and America. In Bombay, gas pipes are already laid in part of the city. These pipes can be improved. We have now more than 12 cities all over the country with a population of one million or more. The problems of distribution, bottling and selling of LPG gas cylinders can be solved only if these big cities, these big urban conglomerates are supplied gas through pipe system by, what we call, Urban Gas Corporation. Ten years back, the Bombay Municipal Corporation had put up a proposal to the Government of India, Department of Petroleum, and the ONGC had agreed to give 0.8 million cubic metres of gas per day, unfortunately, this Gas Corporation which is now being constituted, is still not ready. I would request the hon. Minister that as has been done by the Bombay Municipal Corporation, in other big cities also, such as, Delhi, Calcutta and Madras, their corporations, local authorities or NDMC, etc. should come out with such proposals, whereby they can have the gas distributed through pipelines.

Today we are getting water in our homes and apartments through taps. It is just like supplying water through drums. But what is being done for the LPG cylinders? If this project is considered, even though it will cost lot of money at the initial stage, but later on it will pay the real dividend. Gas cylinder is selling around Rs. 70 or Rs. 75 and I am told that nearly 75% of the value of the gas cylinder is in the cost of bottling transport, container, etc. Only 25% is the value of the gas. All this will be totally eliminated if it is supplied through the pipeline gas distribution system.

In the 7th Plan, the allocation for oil exploration has gone down from Rs. 17,500 crores to Rs. 8,800 crores. We thought that at the end of 7th Plan, that is 1990, India will be selfsufficient in oil. But unfortunately due to resource crunch, the Planning Commission has curtailed the allocation. Against the plan demand of Rs. 3 lakhs crores the allocation has been only Rs. 1 80 lakhs crores. The same resource crunch is applicable to oil exploration. As in the case of NTPC, Indian Telephone industries, etc. the Government

[Shri Murli Deora]

should issue Public Bonds in order to mobilise the resources. Money is lying unutilised among the public in this country; the stock exchanges are booming. So, in this way, extra resources can be mobilised. I request the hon. Minister to consider this suggestion.

Then, my next point is this. In 1976, the largest gas reserve was found at South Basin off-shore Bombay; but unfortunately 10 years have passed and they are still not being utilised. 30 million cubic metre of gas is available per day there. Even though decision is taken about HBJ pipeline it will consume only 20 million cubic metres per day. I don't know why Government is delaying it. Government should take immediate steps to give this contract of HBJ pipeline to whomsoever they like is the correct party and they should not delay it any more. Gas is still not being utilised at South Basin. Even after consuming 20 million cubic metres per day through HBJ pipeline nearly 10 million cubic metre per day is available and the pipeline should be set up to transport it to Bombay and other areas.

As you know the problem of gas cylinders is always there in all the big cities like Delhi, Bombay, Calcutta and Madras. Especially in Bombay people are not coming forward readily to set up gas agencies. Government should collaborate with the local municipal corporations to set up City Gas Corporations. I would request the Minister to fix the time and date on which the gas cylinders can be distributed on the road sides. They can be taken in truck and distributed and empty cylinders can be taken back, so that this will ease the LPG cylinder supply position very much. Only on the 18th, the Minister stated that, according to the work done by the Petroleum Conservation Research Association, an amount of Rs. 350 crores has been saved in our foreign exchange, due to conservation. Even though in 1971 there was the Kashyap Committee report on energy conservation, Government has not done much on that report. There is now the Kapoor Committee report which is still not presented in the House. Government must

come forward with a definite plan to conserve energy; they must come with a plan to encourage people who can manufacture fuel efficient equipment which could be very helpful in the long run. I would request the Minister through you, Madam Chairmain, to do the needful because the real solution to the LPG cylinder distribution problem especially in big cities is to establish City Gas Corporations to supply the gas through pipeline. I hope the hon. Minister will consider it. With these words I conclude.

**SHRI BRAJAMOHAN MOHANTY** (Puri) : Madam Chairperson, at the outset I support the Demand and I am sorry that the Minister in charge of the Petroleum Ministry comes from an area where a drop of oil has not been explored. I do not know whether there is any possibility. I also represent a place where there are offshore and onshore facilities, but not a drop of oil has been located so far. This is our difficulty and these are also the grievances of the people of the locality.

I would only confine to some points relating to the crisis that the country is facing in the field of oil and gas. Now, it is projected that by the end of the Seventh Plan the production of gas will be increased by 2.5 million tonnes. And so far as ONGC is concerned, they have the difficulty. I would place before the House a portion of their Report, i.e., *The Status Paper on Oil & Natural Gas Commission*. On page 31 they say :

"In the western offshore while there is a possibility to increase production of gas, the utilisation of the produced gas had to wait for long lead times of the commissioning of the downstream facilities. Similarly, in the eastern region due to lack of industrialisation, it has not been possible to make use of total associated gas being produced. There is a vast potential of gas production in Tripura area where again the utilisation possibilities are low. Even in Krishna-Godavari area developing the users of gas will take a long time."



On the basis of these observations they came to the conclusion, they evolved a strategy on how to utilise the gas and they have said that they have to develop a national grid. It is stated in the *Status Paper* :

“The conceptual plan for a National Gas Grid envisages implementation in three phases.”

I am not quoting the phases, but the proposal has been submitted to the Government, but the Government's reaction is not reflected either in the Annual Report—I do not know whether the Minister would be kind enough to enlighten us on what the reaction of the Government is about building a National Gas Grid.

I would also invite the attention of the hon. Minister to what would be the purpose so far as ONGC is concerned. It is stated on page 32 of the *Status Paper* on Oil and Natural Gas Commission :

“It is expected that with the commissioning of the total national gas grid it would be possible to provide gas, to meet, to a great extent, the requirement of chemical, industrial, power and agricultural sector to ensure optimal utilisation of gas and to reduce regional imbalances.”

It is all right, but my submission would be : What happens to the poorer sector ? What about the poorer people living at places where fuel is scarce and very costly ? Why not diversify it and give them some benefit of utilisation of gas ? My submission would be that the objectives of the ONGC must be modified accordingly and during the Seventh Plan period, the increased production of gas should also be given to the poorer strata of the society for using it for fuel purposes.

Next, I would place another thing. The hon. Minister in charge of this Ministry stated something very recently. But one thing is that by the end of the century the requirement of oil and oil equivalent gas will be around 100 million tonnes. The present production, if I am

correct, is 29,000 million tonnes. That means, by the end of the century, in another 14 years, could you pick up production to meet the requirements ? What is the perspective plan of the Ministry, of the Government till 2,000 A.D., when the country would be needing 100 million tonnes of oil ? Today we are running short of more than 14 million tonnes of crude oil. We are importing it. Of course, on account of fall in prices in the international market, we are managing it. I am looking at the paper. I think, we would be benefited by Rs. 1,000 crores. But how would you meet the posterity ? This is the challenge. This is the most crucial area of our economy and it should be very carefully looked into. Let there be a perspective plan evolved by the Government so that we can meet the challenge of the situation.

Now, I will come to another thing. So far as the Ministry's own statement is concerned, during these periods, we have not explored absolutely in big areas of hydro carbons. Then, wherefrom we expect production of more oil ? Minor things and explorations will be there here and there. That is all right. Another aspect is, the Bombay High has reached the platform. We have reached the maximum level in Bombay High. How would you meet this crisis ? This is the most important problem with which the nation is confronted.

Another thing is conservation of petroleum products. My submission would be there should be something substantial in this regard. Of course, the idea is under debate, under discussion and seminars are being held, and some TV programmes are being organised. May I know what concrete proposals have been made ?

MR. CHAIRMAN : Hon. Member's time is up.

SHRI BRAJAMOHAN MOHANTY : They have permitted 10 minutes for me. I will be very short in my speech. Another 5 minutes may be given.

MR. CHAIRMAN : You have taken 8 minutes.

**SHRI BRAJAMOHAN MOHANTY :** So far as conservation of the petroleum products is concerned, my submission would be fiscal measures alone would not be sufficient. It requires total demand management. But so far as the annual report is concerned, last year only some stray things were done ; some machinery replacement was there for fuel efficiency. But besides that, what comprehensive demand-management has been emerged so far ? I would urge upon the hon. Minister that he must concentrate on conservation of petroleum products. Otherwise you cannot face the crisis.

Another thing is about the technology. Really we are proud of our advancement in technology. I am only placing one piece of literature from the ONGC. This is really a very very illuminating and exciting experiment. The title of the literature is : The BHN Platform—More Offshore Power to India's Natural Gas. But I am reading from the literature, how they have done it.

The order was placed in March, 1979. The basic engineering was done at New Orleans. The BHN jacket was fabricated in Dubai. Top-side equipment like living quarters, etc., were fabricated in the Philippines. The 2 MOL pumps were supplied by M/s. Solar Engineering of U.S.A.

Now, my submission would be, it is all combination of borrowing technology. But I want to be assured that in future programmes, we shall not have to be looked for outside technology and we shall have to evolve our indigenous technology so that, for future platforms, we can do it ourselves.

Now, I come to exploration technology. Is it the most uptodate exploration technology that we are employing ? I am afraid it may not be. Of course, we are definitely adopting the most advanced technology. But it is not the most upto-date technology and perhaps if we compare ourselves with China, they are also borrowing the technology. The exploration technology that they are employing is perhaps superior technology than that of ours.

Regarding kerosene, I am receiving a number of distressing letters from my State. In my State, Orissa, the power shortage is stated to be more than 400 MW. People need more kerosene. I have discussed with the hon. Minister. He had promised that 7% or 8% of kerosene supply will be increased. But that is not adequate.

The hon. Minister must take into consideration the special needs of the States where power shortage is very acute. I am told that Mathur Committee was constituted to look after the distribution of kerosene. They have submitted the report. I have not been able to find out the recommendations of the Committee. My submission would be that the recommendations should be immediately considered. Along with it should be considered the backward States where the entire economic activities are almost in a standstill. In that case, some special consideration should be made to allot some extra kerosene to those States.

Another point relates to export of technology. This is the last point. No doubt, we have developed a lot and among the countries of the world, we are advanced. We are exporting to other areas. But our efforts to export the technology of exploration are very poor. We have some contract with Tanzania or some other Gulf countries. But it has not been done.

My submission would be, let the hon. Minister take a positive step through diplomatic channels, through bilateral negotiation for the export of our technology, the technology available with us and promote these exports.

With these words, I thank you.

**SHRI KADAMBUR JANARTHANAN (Tirunelveli) :** Sir, I thank you for the opportunity given me to participate in this discussion. According to the statistics given to me, the consumption of petroleum products is 41.54 million tonnes during 1985-86 and the consumption growth rate is 8% per annum according to the break-up percentage of consumption given by the Ministry. The consumption by the

common man of LPG is more and more increasing in this country and I have to submit through you that I am very sorry to say that the petroleum products which are used by the common man, have become costlier even before the Budget was presented. This price hike during the pre-Budget period is not at all justifiable. The use of wood, coal and cow dung cakes in the rural areas is now slightly replaced by gas by the common man. None of these fuels is either efficient or convenient for the poor man. Therefore, they want to make use of this gas. But either looking to the cost analysis or looking to the global prices, even in the OPEC countries, diesel barrel which was selling at 32 dollars, is now being sold at 14 dollars. That we have come to know. So, there is no justification for the price hike in our country in the price of gas.

On the cost analysis, to take on the public undertaking side, all non-oil public undertakings are making huge losses. Only the oil producing public undertakings are making huge profits. This clearly indicates that there is no justification to raise the price of the petroleum products.

You say that, to control the consumption of the petroleum products, you have increased the price. There is a proverb in Tamil saying that "You should not cut foot according to the measurement of the shoe but you should select a shoe which will fit the foot." But our government is making such a thing and along with my colleague I am really sorry to say that looking at the cost analysis the price hike is not at all justifiable. In to-day's papers—*Hindustan Times* and *Times of India* we are having a glad news, as the previous speaker has said—though the Minister is coming from an area where there is not a drop of oil—"Some of the major achievements were the oil and gas discoveries at Narsapur at Kaza structure in Krishna-Godavri and in Narimanam in Cauvery basin." They have estimated the reserves at 30 million tonnes. I am very glad that the Central Government is having various interesting and increased activities in the Cauvery basin and I request the Central Government to establish a full-fledged office of ONGC either at Tiruchi or at

Thanjavur as requested by the Tamil Nadu Government. At this stage the Cauvery basin clearly indicates that there are prospective oil belts near Kacha Thivu within or our limit. Therefore, I request the Central Government at this stage as our Chief Minister has requested, that the Sethusamudram project should be taken up which will certainly help in finding new oil reserves near the Cauvery basin. There are enough proofs and even the Russian experts are stating that the Cauvery basin is floating over oil. So I request through you the government to consider having a full-fledged office either at Tiruchy or at Tanjore and also include the Sethusamudram project in the Seventh Plan. You are saying that you are short of resources. There is a definite source here near Kacha Thivu within our limit. There are prospective oil fields. So I request you to consider this also.

Coming to LPG supply to the common man, now mostly the urban people are having this facility. I come from a village where the population is 4000 and only four households are having LPG connection. So not even a fraction of the rural population is having this LPG facility. You are now giving one agency of LPG in a taluk. Please consider having one LPG agency for every Panchayat union so that it may help more rural people to have LPG facility. In transporting the cylinders also the common man is having a lot of difficulties. I request the Minister to make sufficient local arrangement so that the common man can have the cylinder easily lifted from the godown to his house which is 4 to 5 miles away from the depot.

Now we are going to the 21st century and the man who is to-day riding a bicycle will now ride a scooter and the two-wheeler man will go in for a four-wheeler. But petrol has become costly. But petrol for the common man has become a must for transportation. Therefore, if you go on increasing the price of petrol and diesel at this rate, we cannot imagine how the common man can make both ends meet. Now petrol costs Rs. 8.04 per litre where it was selling at Rs. 7.35 just 3 to 4 months ago. During the recent Panchayat elections we were put to a lot of trouble

[Shri Kadambur Janarthanan]

because of the hike in petrol prices. It causes inconvenience to the poor common man and to public men also.

The farmers who are using diesel for their agricultural pump sets are not able to get diesel. You are having the diesel pumps near the urban areas. You must select proper sites for the diesel pumps so that the agriculturists can draw diesel easily. They should be very close to the villages. This is my request also. Therefore, to make us use less petroleum products is not a possible thing in India now, because we are nearing the 21st century. Everyman needs better transport facilities. Therefore, I once again request the hon. Minister, through you, Mr. Chairman, to re-consider the hike in petroleum. Atleast kerosene, LPG and diesel prices have to be reduced.

MR. CHAIRMAN : Are you concluding, Mr. Janarthanan ?

SHRI KADAMBUR JANARTHANAN : I will take a few minutes. Before I conclude my speech, Mr. Chairman, I would once again request the hon. Minister to take my suggestion to have one agency for one Panchayat Union and about the Sethusamudram Project. I hope more oil resources can be found in that area. Just to increase oil resources, increase in petroleum products is not justifiable. Therefore, I would again request the hon. Minister, on behalf of the poor peasants and ordinary people, to re-consider the increase in the prices of petroleum products.

With these few words, I conclude.

[Translation]

\*SHRI G.S. BASAVARAJ (Tumkur) : Madam, Chairman, I am very happy to support the demands for grants of the Ministry of Petroleum and Natural gas. Our country is producing more and more

petroleum products like many other countries. I am very proud to say this and the credit should go to the workers. ONGC is doing a commendable job in oil exploration. In many places of Assam, Gujarat and in Bombay High we are taking out oil. We have oil in Kaveri basin, Godavari basin and Krishna basin. All these resources have to be exploited to the maximum extent. Repeated surveys have to be taken up in these basins. The survey work that has been conducted in the above mentioned basins so far is not satisfactory. Modern equipment and advanced technology has to be adopted while conducting the survey.

There was a heavy loss due to fire in the Bombay High. Such wastage should not be allowed at any cost and hence proper precautions should be taken.

Licences for the manufacture of gas cylinders should given at the rural and at the taluk level. This will help the unemployed rural population. Gas agencies in the rural areas should be given. Each and every village should have the facility of L.P.G. agency. Gas cylinders and other equipments should be manufactured in our country. We should not import these cylinders.

The dealership is going to the hands of a few rich people. This has to be checked and the common people should be given the dealership.

In the rural areas petrol pumps should be opened. Farmers should be able to get the required quantity of diesel without any trouble. The recent price hike in kerosene and diesel has hit the farmers throughout the country. I would be grateful to our hon. Minister if he decreases the prices of diesel and kerosene. Farmers should also be apprised of modern technology in agriculture.

Some dealers cheat the customers in the measurement of oil. About 5 to 10 litres of oil or diesel would be less in 100

litres of oil or diesel. This has to be put to an end once and for all.

Adulteration of petrol and diesel should also be stopped. Kerosene is mixed with petrol and diesel. Our Government should take immediate steps to identify the persons involved in adulteration and they should be punished severely.

I am very sorry to state that no progress has been made with regard to setting up of Managalore refinery. We have all the infrastructures in our country. Earlier the former Minister of Petroleum had said that the refinery would be set up in Karnataka. Similarly there is no progress with regard to Vijayanagar steel plant of Karnataka. Our late leader Prime Minister Smt. Indira Gandhi's dream was to set up this steel plant. She laid the foundation stone for this steel plant about 14 years ago. But there is no provision in the present budget for these important projects. Our people in Karnataka are pressing us to do something in this regard. I am afraid if these projects are not taken up by our Central Government the people of our constituencies may force us to resign our membership in this august House. Therefore my humble request to the hon. Minister is to set up Vijayanagar steel plant and Mangalore refinery in the 7th Plan.

Madam, I thank you for allowing me to express my views and with these words I conclude my speech.

14.00 hrs.

[MR. DEPUTY SPEAKER *in the chair*]

SHRI RAM RATAN RAM (Hajipur) : Mr. Deputy Speaker, Sir, I support the demands for grants of the Petroleum and Natural Gas Ministry. While supporting, I also agree with those hon. Members who expressed their views regarding hike in the prices of diesel, petrol, gas and kerosene oil. So far as diesel is concerned, I would like to draw the attention of the hon. Minister to the fact that ours is a predominantly agricultural country and the demand for diesel has doubled because the implements used for agricultural production are now more advanced. Every-

where we require diesel, be it tractors or small scale industries. Today, it is necessary that if prices of foodgrains are to be controlled then we must increase our production. Diesel has an important role in the matter of food production and as such I would request the Minister to consider at least reduction in diesel price next year so as to provide relief to the farmers.

Our hon. Minister belongs to Bihar which produces maximum coal. Now it is used in heavy industries and not in homes, cottage and small scale industries. Today everybody is dependent on gas whether he belongs to middle class or lower class. So, if we wish to provide relief to the poor we must reduce the price of gas.

Similarly, you should pay attention towards kerosene oil also. All villages are not yet electrified and, therefore, the poor in the rural areas are dependent on kerosene oil. If you want to provide relief to the rural poor, you must provide them kerosene oil at reduced rate. Therefore, we wish to draw Governments attention towards it.

We thank our hon. Minister that he is taking interest in the exploration of petroleum products and our country has made sufficient progress in this field. We hope that the investment being made on it would bear fruit in the coming years and we will be able to reduce our import of petroleum products to a great extent.

So far as gas bottling plant is concerned, Government of India had assured that it would be set up at Ranchi, Jamshedpur or Bokaro ; but even after inspection, it has neither yet been set up at Jamshedpur nor at Ranchi. Therefore, I would like to draw the attention of the hon. Minister that if the bottling plant can be set up there, it would obviate the need to import gas cylinders from other places and in this way the need of the people would be fulfilled very soon.

In respect of kerosene oil, petrol pump and gas you have made provisions for reservation in the allotment of agencies and

[Shri Ram Ratan Ram]

dealerships to the schedule castes and the poor, which is a good step. The committee constituted by you to avoid bungling consists of a judge and other Members but in the absence of the representatives of the schedule castes and schedule tribes persons belonging to the weaker section are allotted gas agencies at places where the income is insignificant. The poor sell their land and houses to raise money for this purpose but when they do not earn enough from it they have to bear a heavy loss. And the agencies which promise good income are allotted to the influential and affluent people. These weaker sections should get agencies at places where there is good income so that they may be benefited.

With these words I thank you once again for presenting the demands for grants and I support them.

[English]

DR. A. KALANIDHI (Madras Central): Sir, at the outset I express my thanks to you for having permitted me to participate in the debate for Demands and Grants of the Ministry of Petroleum and Natural Gas. The hike in administered prices of petroleum products is to yield a sum of Rs. 2000 crores. All this money is going to be collected from consumers of petrol, gas and kerosene. It is inexplicable that while the international price of petrol is declining by 15 dollars a barrel, we are increasing the price of petrol. It seems that we do not have experts to advise the Government on the spot purchases of oil through which we can save 40% of foreign exchange. We are wanting to observe international morality by sticking to old contracts for the purchase of crude oil.

Sir, at the rate of Rs. 500 per cylinder from two crores of consumers the oil companies have collected Rs. 1000 crores in deposit, on which the interest accruals are utilised by the oil companies, but still there is frequent increase of price of LPG which has no cost of production as it is a byproduct. Further kerosene has substituted fuel for cooking purposes. All talk of ecological balance will be futile if

the price of kerosene become beyond the reach of common people in the country whose average per capita daily income is just 75 paise. You were encouraging people from gas to kerosene and now to fire wood. Probably this is what our Prime Minister means by pushing the country to 21st century. Kerosene price increase must be withdrawn if the Government is committed to eradicate poverty by 2000 AD. You have already burnt your finger by this pre-budget taxing. Now ~~don't~~ don't lose your hand. Your image is coming down. Please try to avoid steep fall.

There is step-motherly treatment to Southern region in oil exploration. Narimanam-I in Thanjavur district has got the finest oil which will come under commercial exploitation at the earliest. I do not understand the delay in the commercial exploitation of Narimanam-II well and also the exploratory efforts in Nagore and Nagapattinam areas. It seems we are afraid of Sri Lanka's reaction if we start exploration in Palk Straits which is floating on oil. Why should we not do this on our territorial waters?

Sir, ONGC's registered office at Madras has been bifurcated. Half has been shifted to Tiruchirappalli and the other half to Rajamundry. No gas has been struck on Krishna basin. The ONGC staff is still placed in Rajamundry. Cauvery basin is floating on oil according to Russian experts. There is no staff to cope with the increasing workload there.

Sir, our priorities are topsy-turvy. For ONGC's officials hopping trips the Helicopter Corporation has signed an agreement with a dying British company for the purchase of helicopters whereas ONGC is paying 800 dollars a day as hire charge for each oil rig taken on hire from foreign companies. ONGC does not want to go in for the purchase of oil rigs whereas they have purchased helicopters. This is the paradox of ONGC's functioning. Madras refinery has been expanded. What is the hesitation in starting petro-chemical industry near Madras? Why do you think of Baroda always? In the recent civic poll people of Tamil Nadu have rejected you. So, do not give room to the people

of Tamil Nadu to raise the slogan 'North is flourishing and South is deteriorating'. Don't forget that Tamil Nadu is on the industrial map of India.

There are a lot of complaints that petrol dealers are adulterating petrol with kerosene, LPG dealers are indulging in black marketing, underfilling of cylinders and compelling consumers to buy costly hot plates on which there is a huge margin money. I would request the Government of India to take firm steps and give deterrent and severe punishment to the offenders who indulge in these sorts of offences. If necessary, the Government should cancel their licences.

With these words, I conclude.

[Translation]

SHRI KEYUR BHUSHAN (Raipur) : Mr. Deputy Speaker, Sir, I support the demands for grant of the Oil and Natural Gas Ministry. I would like to draw the attention of the House towards some points. All of us agree that petroleum products are not everlasting like water, air and sunshine. Its reserves would dry up if not now say after a hundred years. We must not use this precious mineral in a way that it gets depleted. We must use it prudently and there should be no wastage.

Secondly, we shall have to make its right use and save it. Thirdly, we shall have to use other sources of energy also and make their proper distribution. You will have to pay attention towards these four points.

Production is increasing for which I congratulate you and also your scientists, employees and Research institutions. I would like to draw your attention towards the saving schemes and state that you cannot take all the farmers and the country on the path of progress only on the basis of tractors or trucks which consume diesel and petrol. Although we are going towards 21st century, yet we have to develop our technology especially rural technology as per our requirement. There also we have sources of energy, which can be put to

use. If we look at our traditional sources, we find that even today bullock-carts are needed more than the trucks. These are being used in transporting goods to distant places. Tractors are useful for big farms. But the farmers having 3 to 4 acres of land cannot utilize it. In Punjab, mostly tractor is used for agricultural purposes. Even a farmer who is having two acres of land, hires a tractor under compulsion. The reason being the total extinction of cows and bulls of Sahiwal breed in Punjab and Haryana. Due to tractor the small farmer has not only become dependent but has suffered economically also. You should try to save them, but sources other than bulls cannot save them.

Energywise, villages can be made self sufficient ; you need not supply gas-cylinders to the villages. Gobar-gas Plants can play an important role in making villages self-sufficient in the field of energy. You can also utilize organic matter, solar energy available in the villages. You should provide grants to the farmers on the condition that they would keep bulls and cows and conserve cow dung. Moreover the cows should be protected by you.

Once again I would draw your attention not from religious but economic point of view. Today, in Punjab, bulls of Sahiwal breed have become extinct. Such bulls are not available even at a price of Rs. 8000. This forces him to opt for a tractor, as it is more profitable. Therefore, you will have to protect the cows as also the bulls from being slaughtered. There are two States in this country where cows and bulls are being slaughtered. In Devnar of Bombay, even law cannot prevent the slaughter of aged bulls and cows. Because of corruption even cows and bulls of good breed are declared aged by piercing their eyes and are slaughtered. If this killing goes on how can you make the country progress. Can you increase the food production with the help of tractor alone. Never. I, therefore, request that the law should be amended.

I can say with authority that manure is better than the fertilizer. The dung of animals, cow's urine and the human excreta can be put to good use which is at present being discharged into Ganga there-



[Shri Keyur Bhushan]

by polluting it. These will help in meeting the requirement of energy. You must pay attention to it. In order to earn foreign exchange, you trade in meat products. This trade costs us the cattle, cows and bulls of the best breed. You should stop this trade and encourage the breeding of cows, bulls and calves. In this way you can solve the energy problem of the country. The use of petrol should be limited to the aeroplanes only. You should also reduce the prices of oil and diesel. Had we raised the prices of foodgrains, before raising the petroleum prices, the opposition parties would not have been left with any justification to organise bandhs.

I would also like to submit that the agencies allotted by your Ministry, should not be allotted on the sole motive of profit. You are requested to allot agencies only to the people who belong to the lower strata society such as Adivasis, scheduled castes, disabled and freedom fighters and no one also should be allotted these agencies.

**SHRI UMAKANT MISHRA**  
(Mirzapur) : Mr. Deputy Speaker, when India started making progress rapidly, there was a natural spurt in the demand for petrol and diesel because energy is the basis of development. With the increase in demand of petrol and diesel, the oil producing countries converted oil into a political tool. As a result, our country had to spend enormous foreign exchange on oil. Mrs. Indira Gandhi realised its importance and decided to make India self sufficient in the matter of oil. There is no doubt that under her leadership, O.N.G.C. worked sincerely and in a dedicated manner and now the country has achieved self sufficiency to the extent of three fourth of its total oil requirement. We have seen the report. In 1970-71 the oil production of our country was 6.822 million tonnes, in 1975-76 it rose to 8.448 million tonnes, in 1980-81 it was 10.507 million tonnes, in 1983-84 it was 26.20 million tonnes and in 1984-85 it was 28.920 million tonnes. It shows an increase of 3.75 times and now our dependence on import has been reduced to one fourth of

the total requirement. This is a significant achievement. It is estimated that during the year 1985-86, our consumption of oil would be 41.54 million tonnes and the production will be 27.21 million tonnes. Hence we shall have to import 14.3 million tonnes, as mentioned in the report. So, we have reduced our import and we have become self sufficient to the extent of 70-75 per cent of our requirement in the field of oil. For this we are grateful to the Government and Mrs. Indira Gandhi. For this rapid progress, the credit goes to her and we feel proud of it. It is because of her that we have made progress in every field, be it industry, agriculture, science or technology and India is proud of it. When opposition was in power, the foreign exchange as well as gold reserves were depleted and the buffer stock of foodgrains was exhausted. I am saying the facts based on the figures.

Sir, in this regard I thank this Government as well as our undertaking and hope that in the Seventh Five Year Plan they will fill the gap of 14.3 million tonnes oil, which we shall have to import and I also hope that we shall try to be self sufficient in the next five year plan. I hope that under the leadership of Shri Rajiv Gandhi, this country would become self sufficient in the field of oil.

Today, diesel is not only required for the Railways, automobiles and machines but also for agricultural purposes. Recently, when there was a hike in the prices of diesel, oil and kerosene, there was strong resentment and reaction to it. The people said that the price should not have been raised as the commodities were used by the common people. I am happy to know that Shri Rajiv Gandhi intervened in the matter in his capacity as the President of the congress party and reduced the prices. Therefore, he is to be congratulated for it. It is true that we have to mobilise resources. India is now strong enough to mobilise resources within the country. Economically, India is one of the advanced and strong countries of the world.

[English]

I am speaking in Hindi. I am not speaking in English. So, you are cutting my time

MR. DEPUTY SPEAKER : Whatever be the language spoken, time is time. I do not differentiate.

[Translation]

MR. UMAKANT MISHRA : Therefore I request that leave the price-hike aside ; diesel is very much needed in rural areas. It is needed there for tractors, threshers, pumping sets and other jobs. Diesel pumping stations should be set up at every development block. Where it is not possible, retail outlets should be opened, so that the farmers may get diesel at fair price and in time. You should make such arrangements there so that they may not have to wait. Kerosene is used by the common man and the poor. It lights the lamps of the poor. You are not able to provide electricity all over the country and in the villages, where electricity has been supplied, it has not reached the jhuggis because the poor are not in a position to get an electric connection. Therefore, kerosene oil is used in these jhuggis. It also helps the poor to cook their food besides lighting their jhuggis. I am not talking about the price hike but at least you should make arrangements to ensure regular supplies in the villages. When kerosene oil is not available in the open market, the poor people have to buy it from the black market. This leads to the exploitation of the poor. Steps should be taken to ensure that kerosene oil is available in the rural areas and also in small towns. Provision for the supply of kerosene oil in the rural areas has to be made either through the opening of more retail shops or by other methods.

Sir, firewood has for long been a source of fuel in rural areas, but this source is getting depleted. How will the food be cooked in rural areas in the absence of firewood as a source of fuel ? Everyone cannot get the L.P.G. gas cylinder and there is no possibility of its being available to everyone in the near future as its production is not yet adequate to meet the demand. Therefore, we desire that kerosene should be made available to everyone, as it alone can meet the fuel demand for domestic purposes.

In the end, I would like to make just one more request. I had read an article by a geologist in which he had written that the underground sources of energy, namely oil and coal are not perennial sources and would get exhausted within a period of hundred years. That is why the scientists and the engineers of our country will have to think about the future without oil. To meet this crisis, they will have to explore alternative sources of energy. This search for alternative sources must begin now because petroleum and coal are not everlasting sources of energy. To a certain extent we shall have to depend and make use of rural sources and technology to meet our requirement of energy. In order to explore alternative sources of energy we shall have to make efforts from now itself.

With these words I support the demands for grants of the Department of Petroleum.

SHRI MOHD. MAHFOOZ ALI KHAN (ETAH) : Mr. Deputy Speaker, Sir, today the subject of discussion is kerosene oil, petroleum and diesel in connection with the demands for grants of the Ministry of Petroleum and Natural Gas.

(Interruptions)

Here I have to say that the poor people who are already crushed have been hit hard due to the increase in the prices of the three commodities just before the presentation of the Budget. Kerosene oil, for example, is consumed by a vast majority of people in this country ; it is a source of domestic fuel in rural areas, small towns and also in our cities. But it is not readily available. Today kerosene oil is being sold at Rs. 5 per litre. The reason for this high price is that the department which is responsible for its distribution is very corrupt and the ration cards that it has issued are fake in many cases. Kerosene oil is not available in many areas and the poor people have to buy it from the black market. Firewood, which is another source of fuel, is rapidly getting depleted. There is little use in slogan shouting of the Twenty-Point-Programme, when there is continuous indiscriminate felling of trees. The result is that trees are

[Shri Mohd. Mahfooz Ali Khan]

becoming extinct. Earlier, forests were the main source of firewood for the poor people. This source has also been exhausted by the Government. Today, there is indiscriminate felling of trees which you can see for yourself.

Now we come to petrol as a source of fuel. The hike in its prices forced the people to discontinue the use of cars. The cars were replaced by scooters. But with the recent hike in the prices of oil I think people will not like to travel in scooters even, and will prefer to ride bicycles or walk.

AN HON. MEMBER : The hon. Minister would surely travel in a car.

SHRI MOHD. MAHFOOZ ALI KHAN : The Minister will not be affected. He would use the Government vehicle.

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI CHANDRA SHEKHAR SINGH) : You will also get some benefits.

SHRI MOHD. MAHFOOZ ALI KHAN : We shall accept them with great pleasure. As regards L.P.G., the people who have applied for fresh connections do not get them whereas in Delhi people approach us for recommendation to get a new connection. There also a lot of irregularities are being committed. A common complaint about the cylinders is that they are underweight. The dealer harasses the consumer if approached for the replacement of cylinder and is told to go to the godown and collect it for himself. The godowns are located at a great distance from the residential areas and naturally cause a lot of inconvenience. The dealers are having a heyday ; during the recent price hike, they withheld the supply of cylinders and made huge profit by selling them at the increased price.

As per the information given to me, towns with a minimum population of twenty thousand will be allotted an agency. In my opinion, this number is too large ;

a town with a population of ten thousand should get an agency so that people there can get a gas connection.

Some members have just said that the people belonging to the schedule castes and schedule tribes are allotted agencies on a priority basis. But I can assure you that this is not so. These agencies are allotted to the members of the schedule castes and tribes only on paper as the actual benefits are reaped by the rich and the influential people who provide the capital. Hence, the allotment of agencies to the scheduled castes is only a facade, as the real owners are some rich and influential people. It should be enquired into as it is totally wrong. It should of course be checked whether the schedule caste person has sufficient financial resources to run the agency.....(*Interruptions*).

SHRI KEYUR BHUSHAN : He should get some grant.

SHRI MOHD. MAHFOOZ ALI KHAN : I would like to say that it is only on paper and some millionaire or multi-millionaire uses the scheduled caste person as a facade.....(*Interruptions*). Wherever any agency is allotted to a person belonging to a schedule caste, it should be confirmed whether he has enough capital or not.....(*Interruptions*).

SHRI RAM PYARE PANIKA : Banks should be asked to assist them.

SHRI MOHD. MAHFOOZ ALI KHAN : You are right. I would also like to say that generally kerosene oil wells catch fire because of negligence. Some safety measures should be taken in this regard. There are huge reserves of mineral wealth and oil in the bowels of earth. You must think about their exploitation. In Arab countries gold and oil are found in large quantity, that is why they are affluent countries. But in our country, in this regard no such research is being carried out. If we carry out exploration work, we can also find enough kerosene oil and petrol reserves in our country. I fail to understand one thing that prices of petroleum products are declining in the international market but increasing here and

we are still dependent on them. We produce it, have huge reserves and have also struck oil at various places but in spite of it we are still dependent on foreign countries. In the end, I request you to enquire about the financial position of the schedule caste people who have been allotted LPG agencies or they may be assisted by the Banks as suggested by Shri Panika. It should not be so that the allottee is Ganga Ram and the actual owner is Mahfooz Ali Khan. As regards adulteration in kerosene oil and petrol, district level committees may be formed to find out how adulteration is being done. With these words I conclude my speech.

**SHRI RAM PUJAN PATEL (Phulpur) :** Mr. Deputy Speaker, Sir, I am grateful to you for allotting me time to speak on the demands for grants of Petroleum and Natural Gas Ministry. The Demands reflect the imagination of the hon. Minister and I hope that these will take the country on the path of development. Besides, I would also like to give a few suggestions and I hope that the hon. Minister would consider them seriously and show due consideration to the poor and the farmers of the country. When prices of petroleum products are increased, the prices of all other items automatically increase. Last month, prices of petroleum products were increased but were later on decreased by forty per cent on the intervention of our Prime Minister and the people heaved a sigh of relief. But the plea advanced in support of price hike that it would curb the consumption of petroleum products does not hold water. In the international market, petroleum prices are crashing. But prices of petrol are increased every year on the plea that their prices are increasing in foreign countries. But this year the plea is that it would curb the consumption. It is true that if in our country, the consumption of petrol and diesel is reduced, we shall be able to control pollution also. But it is possible only when we reduce Government expenditure. We must make utmost endeavour to reduce Government expenditure. And if we are not able to do that we can neither reduce the consumption of petrol and diesel nor control pollution. In addition to it, every day new vehicles are coming in the market and the people are purchasing them and

they are also moving on the road. So we need petrol and diesel for them also. If we do not restrict these things, all our efforts would be meaningless and it will create so many other problems also.

This hike has affected the farmers who use fertilizers and the village school going children who study in the light of kerosene lamp. The farmers will now get fertilizer at enhanced rates. A reduction in the application of fertilizer, will reduce agricultural production. Therefore, I request the hon. Minister to reconsider the price hike of fertilizers, because it is a must. The position of kerosene is so bad that it is not available in our villages even at the enhanced rates. The farmers have to pay as much as Rs. 5 per litre and when we highlight this fact here it is generally ignored with the comment that it is a common complaint. But we have to take it seriously and arrangement should be made to make kerosene oil easily available in villages.

I will conclude my speech in one or two minutes. Today, we have to pay more attention towards the adulteration in petroleum products because adulterated petrol or diesel is harmful to the engine and reduces its life which causes a heavy loss to the owners. Mobile oil is being highly adulterated and is sold openly. I request the Minister to consider this problem seriously. There should be frequent surprise checking and one who is found guilty of adulteration, should be severely punished and strong action should be taken against him.

I would also like to say a few words about L.P.G. There is an acute scarcity of cylinders in our country and because of it huge quantity of gas is burnt and we are not in a position to make use of it. I would request the Minister through you to look into this matter seriously and take an early decision. We should issue licences for manufacturing gas cylinders, so that gas supply can be increased. The main reason for it is that in the urban areas, gas has become the sole fuel. Wood or other fuels are not easily available and the price of wood has reached Rs. 35 per maund. Therefore it is necessary to take

[Shri Ram Pujan Patel]

immediate steps to provide more and more gas-cylinders, so that we may make use of the gas which is being burnt at present. I hope that the Minister will pay attention towards these suggestions and take suitable action in public interest.

[English]

MR. DEPUTY SPEAKER : The Minister will reply at about 4 O'Clock. So, the Members are requested to be brief.

[Translation]

SHRI MANOJ PANDEY (Bettiah) : I rise to support the demands for grant of the Ministry of Petroleum and Natural Gas. Sir, we cannot produce petroleum at will since it is a gift of nature. So far as its exploration is concerned, we struck oil at various places and at other places drilling is going on. So far we have succeeded in producing 30 million tonnes crude oil, out of which 20 million tonnes was produced from off shore sources and a little more than 9 million tonnes from on-shore sources.

Sir, if we have no control over the production of petrol, we should either conserve it or reduce its consumption. We are left with only these two alternatives. A number of programmes have been taken up for the conservation of petrol. We want to conserve petrol in the public sector as well as the private sector. In this connection we have seen a slogan—"Save every drop of petrol". We should not take it as a mere slogan ; rather it should be put into effect in letter and spirit.

Mr. Deputy Speaker, Sir, along with other hon. Members I had put forward a suggestion in regard to the conservation of petrol. In our country there are about 343 sugar factories. Generally, the sugar produced in the country is not sufficient to meet the demand but next year we will produce sugar in accordance with our demand. The molasses, which is the by product of sugar, can be used for making alcohol. In Gulf countries a product gasohol made by mixing 65 per cent gaso-

lene and 35 per cent alcohol is being used in place of petrol thereby reducing the consumption of petrol. For this, it is necessary that we give incentive to cane growers in the agriculture sector and announce remunerative price for them. If we use gasohol in our country in place of petrol, we will be able to reduce the consumption of petrol and make available petrol to the people at cheaper rates. In this way petrol, which is imported, can be substituted by this product of the agriculture sector.

Mr. Deputy Speaker, Sir, the production of Maize in our country is quite substantial but its consumption is very little. It can be substituted for cornel oil and if it is used as an oil we can reduce the consumption of petrol.

It is often claimed that a sum of Rs. 2,000 crores is being given as subsidy on fertilizers. There is no objection to it because farmers have to pay Rs. 14 to Rs. 20 more per bag of fertilizer which is on the high side. Besides fertilizers, the hon. Members have raised the issue of kerosene oil. There is widespread resentment everywhere due to the phenomenal increase in the prices of kerosene, diesel and fertilizers. But we cannot overlook the compulsions of the Government also. Kerosene oil, fertilizers and diesel are generally used in the villages ; as such their prices should be reduced. And when we visit our constituencies, the people may be able to say that the Government have conceded our demand and reduced the prices of these commodities.

Sir, I had to raise a number of points but you have allotted me very less time. So I conclude my speech.

SHRI PRATAP BHANU SHARMA (Vidisha) : Mr. Deputy Speaker, Sir, I would like to say a few words in favour of the Demands for Grants pertaining to the Ministry of Petroleum and Natural Gas. As is evident from the speech of the hon. Finance Minister, an amount of Rs. 3387 crores has been earmarked for this Ministry for the year 1986-87. It definitely shows that an alternative source of energy i.e. of petroleum products and natural gas is being developed in the country and we are

making efforts to become self-sufficient in this respect. It is a matter of pride for us that we have achieved 70 per cent self-sufficiency in the matter of petroleum products in the Sixth Five Year Plan whether it relates to new sources of oil struck in Bombay High or extracting petroleum products and natural gas by drilling new oil wells in the south basin.

The contribution of ONGC in the last 5 to 6 years has been highly commendable. The petroleum production has increased in our country and we have conducted a number of experiments based on natural gas whether it concerns increased use of cooking gas in homes through L.P.G. or establishment of 7 to 8 new gas based fertilizer factories. Taking into consideration the work done by ONGC and Oil India, it is necessary that we should motivate them to adopt new technology and new system in the coming years whether it is computerisation or developing modern rig or conducting survey for intensive exploration or locating new fields. The field of ONGC should be expanded further.

Our Prime Minister and the hon. Minister in the Ministry of Petroleum and all concerned deserve congratulations for the constitution of the Gas Authority of India in 1984. Keeping in view the availability of gas in large quantity, the Authority has decided to construct a 17 km long gas pipeline called HBJ line in the country to establish the infra-structure. It is being delayed due to some economic and technical hurdles. I hope that these hurdles will be overcome immediately and this gas pipeline will be laid from Hazira to Jagdishpur so that we may be able to commission gas based factories whether it is in Guna, in Jagdishpur, in Sawai-Madhopur or in Hazira.

The Gas Authority of India has also given preference to fertilizer factories. We can expand this petrochemical complex which includes LPG bottling plant and other fractions based on natural gas like C-1, C-2, C-3, C-4 which are known as Methane, Ethane, Propane and Butane respectively.

More than 50 per cent stretch of the H.B.J. pipeline passes through Madhya Pradesh. Besides the fertiliser factory

being set up near Guna in Madhya Pradesh, it would better if a petro chemical complex based on LPG bottling plant and different fractions of gas like C-2 and C-3, which are fractions of hydrocarbon, is set up there.

If this Petro-Chemical Complex is included in the Seventh Five Year Plan and is set up near Guna or at some other place in Madhya Pradesh, an additional sum of about Rs. 1400 to Rs. 1500 crores will be required in this respect and about 30 to 35 thousand persons will get employment thereby.

15.00 hrs.

In the end, I would say a few words about energy conservation. We had to raise the price of petroleum products but instead resorting to it if we conduct survey in this regard and give attention towards its conservation, we can certainly effect 10 to 15 per cent saving in its consumption. This is the need of the hour. Our Prime Minister had appointed a Scientific Advisory Committee in 1985 to give advice in this respect and to give scientific advice as well as to make available latest modern technology to the Ministry of Petroleum and Natural Gas. I would suggest that the experts on the conservation of the petroleum products or energy should formulate a national policy in this respect.

As regards power plants, I would like to say that natural gas is very helpful in generating energy. If gas based power projects are set up in Madhya Pradesh, Gujarat and Rajasthan, we shall be able to get energy in the form of power. We should, therefore, welcome it.

[English]

SHRI D.B. PATIL (Kolaba): Mr. Deputy-Speaker, Sir, for lack of time I will confine myself to the activities of ONGC and the step-motherly treatment meted out to Maharashtra because of animus against Maharashtra.

I may state the points only because there is not sufficient time.



[ Shri D.B. Patil ]

15.02 hrs.

[MR. ZAINUL BASHER *in the Chair*]

Resources are scarce in our country and it is an admitted fact, but these resources are being burnt by ONGC indiscriminately. I will give one example. In 1984-85 at Bombay High the ONGC has burnt gas to the extent of 2200 million cubic metres. The total production for the year 1984-85 was 4400 million cubic metres, i.e., 50 per cent of the gas produced at Bombay High was burnt by the ONGC. Gas is a scarce commodity and you are burning gas, and this is sheer wastage and it should be looked into. It is only because of lack of unimaginate planning and short-sightedness.

The second example I will give in this connection is that because of hurried exploitation at Bombay High the production of crude oil has resulted in decline in the output. This fact has been admitted by the Chairman of the ONGC as well as by the then Union Minister of State for Petroleum, Shri Nawal Kishore Sharma, in his letter to the Government of Maharashtra stating that the requirements of Maharashtra could not be met in full because of the shortfall on this account. *(Interruptions)*.

The Maharashtra State Electricity Board has invested Rs. 2 crores at Uran Gas Turbine. But gas is not supplied in sufficient quantities. On the contrary gas produced at Bombay High is to be supplied for production of electric power in Gujarat, Madhya Pradesh and Rajasthan. The Central Government has asked the Government of Maharashtra to purchase power from Gujarat and Rajasthan where the power will be generated on the supply of gas from Bombay High. I do not understand the logic behind it.

Then, Sir, the sanction has not yet been given to the proposed Southern Oil and Gas Terminal of ONGC at Usar. It is requested that the sanction should be given immediately. The total requirements

of gas in Maharashtra for ongoing projects, projects under implementation, projects approved and projects under consideration is 32 million cubic metres per day. It is requested that while allocating gas from Bombay High to the other States, the requirement of the Government of Maharashtra should be taken into consideration.

Then, I come to the last but not the least point. The gas supplied to Gujarat State Electricity Board is charged at lower rates than what is charged from the Maharashtra State Electricity Board for supply of gas. I would like the hon. Minister to clarify this point. I am not in a position to understand the different rates charged from the two State Electricity Boards.

The Government of Maharashtra is badly in need of gas which is produced at the Bombay High. That gas ought to have been supplied to Maharashtra on priority basis. But it is not being supplied to Maharashtra and instead it is being diverted to Madhya Pradesh, Rajasthan and Uttar Pradesh. I have no objection to diversion of gas. But until and unless the requirement of the Government of Maharashtra is fully met, it should not be diverted to other States.

[*Translation*]

SHRI DILEEP SINGH BHURIA (Jhabua): Mr. Chairman, Sir, I rise to support these demands for grants and I would like to mention specially two or three things. A few days back the hon. Minister had stated in the House that the Government would be able to provide 9 million gas connections by the end of the Seventh Five Year Plan. It means that even by the end of Seventh Five Year Plan, cent per cent demand of the people for gas connections would not be met. All the areas which were covered by forests in our country are turning into desert. In these circumstances if denudation of forests is not checked and network of LPG connections is not spread, it would adversely affect the climate of our country and it would affect our health as well. At present you are providing LPG connections in cities only. But in view of denudation



of forests in the rural areas you should see to it that LPG connections are also provided to the poor Adivasis, Harijans and backward classes so that these people could cook their food with the help of cooking gas.

All the gas manufacturing companies are being paid a price which was fixed by your Department. There are many industries at present which are engaged in such manufacturing work and there is one such unit in my district Jhabua, which could be assigned that work relating to the manufacturing of gas cylinders. I would like to submit that if you invite tenders for this purpose, these cylinders would cost you much less. At present you are purchasing these cylinders at a rate of Rs. 550/- or Rs. 400/- per cylinder and if you invite tenders it would cost you Rs. 200/- or Rs. 250/- per cylinder.

Thirdly, gas from Bombay High is being supplied to Guna and other places in Bihar and U.P. I would like to request that a gas based Power Station be set up at Jhabua so that other power-based industries could be set up there. Arrangements should be made to supply gas through this pipeline to Vadodara, Ratlam, Bhopal, Indore and other places. When we talk of moving fast like New York, Tokya and London, we should also see how gas is supplied in those cities. The hon. Minister and the officers incharge of supply of gas should pay a visit to these places. In my view gas should be supplied to each and every house through pipelines so that all the people could get gas easily.

Fourthly, you want to curtail the huge consumption of petrol on the one hand but on the other hand subsidy is also being given to set up automobile industries. The number of vehicles, whether cars or two wheelers, is growing at such a fast pace that after some time a situation may arise when pedestrians would find it difficult to move on the roads. You should look to this aspect also. You should put a ban on cars and taxis etc. You have provided matador for bringing M.Ps. to Parliament House; similar arrangement could also be made for the Ministers and officers. At present we have seen that a lot of money

from the Government exchequer is spent on these vehicles. There should be some check on such type of expenditure. There would be a lot of saving for the Government and petrol could also be saved. At present when a person is appointed as Chairman or Managing Director, first of all he demands a vehicle for himself. Therefore, if you do not pay attention to all these things, the bureaucrats would misuse all the Government funds and on the other hand the poor, who do not get a seat in a bus or public transport are forced to travel on the roof of the bus. Therefore, the Government should give a serious thought to all these things and formulate a plan under which a good transport system for the country could be provided.

With these words, I support the demands for grants which have been presented in the House and thank you for giving me an opportunity to express my views.

SHRI NARESH CHANDRA CHATURVEDI (Kanpur) : Mr. Chairman, Sir, while supporting the demands for grants of the Ministry of Petroleum, I would like to submit a few points. Our country has to make a lot of progress and for the development of any country, the first and foremost requirement is that there should be electricity, petroleum, steel and cement. It is not possible to curb price rise in a country where there is no check on the prices of these four things. Therefore, the foremost requirement for checking the price rise is to control the prices of all these four commodities. This task is not impossible for the Government as it enjoys near monopoly in these commodities. I was surprised to see that during a period of only one year, the prices of petroleum products had increased so much. The first increase was effected in the Budget and the second increase was effected on the eve of the Budget.

As I have been elected from a city, I would restrict myself to my area only. I am surprised at the argument which has been put forward regarding consumption of petroleum products. In my view this argument is ridiculous that the prices of

[ Shri Naresh Chandra Chaturvedi ]

petroleum products have been increased to curb their consumption. In this age, reduction in the consumption of the petroleum products is not possible. I would like to submit that the increase in the prices of petroleum products is not going to benefit the general public. Government itself or big companies of the Public Sector Undertakings are the bulk consumers of petroleum products. The expenditure incurred by the companies is set off by the Government against Income Tax. I do not think that this increase would have any effect on the development of the country.

On the one hand you talk of reducing the consumption of petroleum products and on the other hand the number of automobile Units is being increased and Air Buses are also being imported. This means that you are increasing the production of items which would increase the consumption of petroleum products. Yesterday or day before yesterday I was reading in the newspaper that 19 Air Buses are arriving in the country and orders are being placed for some more Air Buses. The number of three wheeler scooters is increasing and it is a fact that when the metropolitan cities expand and the number of cities increases, for how long would people travel on rickshaws and bicycles. If people cannot go by cars, and cannot afford to go by scooters, what would they do? Auto-rickshaws run on petrol and some other vehicles run on diesel which is quite expensive. The poor people do not get wood as also soft coke to cook their food, as these things are very costly now and on the other hand you are increasing the prices of cooking gas day by day. It is surprising that earlier you popularised the cooking gas and at that time the price of a cylinder of 15 kgs. of gas was Rs. 18 and a few paise, but within a period of few years, the weight of the gas in a cylinder was reduced to 14 kgs. and its price was increased to Rs. 66 per cylinder. Earlier, the rate of gas per kg. was around Rs. 1.25 but its rate has now been increased to Rs. 4.50 or Rs. 4.75 per kg. How would people pull on? Such a huge increase has been

effected by you. On the one hand you ask the people to use modern facilities and on the other hand the prices of modern facilities is being increased. Is the income of the poor also increasing in the same proportion? If their income is not increasing in the same ratio, how would they meet their minimum requirements? How would the consumption be reduced and how would the requirements of the people be met? Is it not a very strange thing that the LPG content in a cylinder was reduced from 15 kgs. to 14 kgs. and price of the cylinder was raised from Rs. 18 to Rs. 66. When the weight has been reduced, the price of one kg. may also be added to it to assess the price rise because the reduced weight means more increase in the price. And on top of it a cylinder received from a dealer does not contain more than 12 kgs or 12.5 kgs. of gas. You may just imagine the rate per kg. of gas, when a cylinder containing 12 kgs. or 12.5 kgs. of gas is sold for Rs. 66/-. Its rate would be Rs. 5.50 p. per kg. you should, therefore, consider this matter also.

The Department of Petroleum has made a lot of progress for which I would like to congratulate them. But as one of our colleagues has also said, for the purpose of allotment of agencies, you have formed various categories; like freedom fighters, Harijans, backward classes and ex-servicemen. Though licences are issued in their name, but the actual business is done by some other person. I would like to submit that if other persons have to run the agencies, then what is the use of allotting them to these categories of persons. By making a payment of Rs. 500/- Rs. 700 or Rs. 800 per month, these persons earn thousands of rupees. On the one hand there is monopoly of the Government in the distribution of these products and on the other hand the rich people corner the entire benefit in their capacity as the dealer of the agencies.

I had been returned from Kanpur where the dumps of these products are located. I do not have time to dwell on the bungling being indulged in filling the tanks from these dumps. You have rung the bell, I do not have much time to go

into the corruption prevalent there. Much time would be required to go into the detail of the corruption there. For you this hint is enough that you examine the products supplied through these tankers. Kerosene is being mixed with petrol in the tankers. You should look how petrol is being used there. When you go into all these things. You would be surprised to find a horrible picture of corruption there. I know that our Petroleum Minister is very competent, honest and a man of integrity and the future of this Department is safe in his hand. In case he orders an inquiry many more such things would come to his notice.

I would like to make one more submission that we must look to the interest of the general public in the matter of petroleum products. It is all right that the prices of cars have been increased from Rs. 5000 to Rs. 15000 and the people who use the cars would continue to use them and cars would continue to be run by petrol. There is an all round increase in prices, but it would not benefit 95 per cent of our population at all. You are making this progress for only 5 per cent of people who could lead a comfortable life. The rich and the well-to-do people are harming the country very much with the help of blackmoney. But if 95 per cent of the population of the country, whether living in villages or in cities continues to suffer and remains in distress and if you do not pay attention to them, I think your claim to development is hollow.

With these words I support the demands.

**SHRI RAM SINGH YADAV (Alwar) :**  
Mr. Chairman, Sir, I support the demands for grants of the Petroleum and Natural Gas Ministry. I also thank the hon. Minister that the Petroleum and Natural Gas Department is making significant contribution to the development of the country and its contribution in the growth rate during the Seventh Five Year Plan will be invaluable. The contribution of the Department will step up the pace of development in the country.

Sir, so far as the gas-based projects are

concerned, their implementation has been accelerated after the hon. Minister took over the Ministry of Petroleum. This gives the hope that the gas based fertiliser projects, which are quite ambitious projects and which will benefit specially states like Rajasthan, Madhya Pradesh, Uttar Pradesh and Gujarat, would also contribute significantly in the nation's development. I hope the hon. Minister will sanction scheme of laying LPG pipeline which is estimated to cost Rs. 1700 crores and necessary action will be taken to implement the scheme.

You also propose to set up natural gas based power projects. The completion of these projects would not only assist in reducing the shortage of power in the country, but will also constitute another significant contribution of your Ministry in the advancement of the country.

You have entrusted to NTPC the work of these gas based projects. These are located in Kavas in Gujrat, in Anta in Rajasthan and in Auria in Uttar Pradesh. An estimate of Rs. 1,342 crores for construction of these projects has been prepared by NTPC out of which an amount of 520 million dollars will be spent in foreign exchange. The World Bank has offered an amount of 400 million dollars. I hope the hon. Minister would be able to mobilise the remaining requirement of 120 million dollars from other international financial institutions with his own efforts and contribute actively in implementing these projects.

Out of this estimated expenditure, Rs. 700 crores will be spent in rupees. I hope that the hon. Minister will be able to arrange for these Rs. 700 crores also because the prices of petroleum are coming down in the international market and if there is no increase in their prices, there would be a saving of Rs. 1000 crores in the import bill of petroleum products. This profit will accrue this year itself. If out of these Rs. 1000 crores, we invest Rs. 700 crores on these projects, our nation will benefit a lot.

In 1985-86 our liability in debt servicing has been of the order of 17 per cent.

[ Shri Ram Singh Yadav ]

Keeping this ratio in view we have to reduce our imports. Drilling work is going on in the country and there should not be any tardiness in the pace of work being done at present. I am aware that the experts in your Ministry are opining that the reserves of the crude oil in Bombay High will last only upto 2000 A.D. Its deposits will come to an end but no developing country can accept such opinion because the developing country has to be conscious of the fact that if this opinion is accepted and any negligence is shown in drilling, it will result in increased import bill which in turn will further disturb the balance of payment position in the international market to our disadvantage. As a result, the country will have to face a bigger economic crisis which is always looming large. I would like to submit here that the gas based power project proposed to be installed at Anata would generate 500 megawatt power. It will have three units of the capacity of 160 megawatt each. I hope that for a state like Rajasthan where there is acute shortage of power, where there is 75 per cent power cut for industries, particularly between November and March and where there is about 50 per cent power cut for agriculture also, this scheme will be finalised and implemented at the earliest so that the state is benefited and shortage of power is removed.

Mr. Chairman, Sir, with your permission I want to submit one thing more about the LPG cylinders. The nation is giving Rs. 150 crore subsidy on the Liquefied Petroleum Gas. Just now there had been a detailed discussion on this. Who benefits from that subsidy? It is mostly the income tax payers and those whose monthly income is more than Rs. 1000 or Rs. 2000 who are benefited. I would like to request the hon. Minister to have two categories of consumers — those who pay income tax and those who do not pay income tax. This should be shown on their cards and rates for both the categories of consumers should be different. No subsidy should be given to the income tax

payers whereas non-payers of income tax should be provided subsidy. In addition to this, there are 40 lakh persons who have been waiting for LPG connections but who are these persons? These persons are from urban areas. According to the present policy of the Ministry, agency will be provided to a place with a population of 20,000. I request the hon. Minister that it should be made available more and more in rural areas so that the poor may benefit from it.

With these words I thank you and support these demands.

**\*SHRI BAJU BAN RIYAN** (Tripura East) : Mr. Chairman, Sir, if these grants which we are discussing could be properly utilised by the Government then the country could make significant progress. In our country there is about 17 lakh and 20 thousand square kilometres of oil bearing area, of which 3 lakh Sq. Km. is off shore area at a depth of 260 metres under the sea and approximately 14 lakh Sq. Km. is on-shore area. Our engineers after great labour and hard work produced about 2.76 billion cubic metres of gas out of that in 1979-80. They increased that production to 7.23 billion cubic metres till the end of 1984-85 financial year. But Sir, it is a matter of regret that the gas that is being produced with so much of toil and hard work, is not being fully utilised. About half of that quantity is being flared up and wasted. But there is a tremendous need of that gas in the country. It could meet so many requirements. Gas based industries could be set up in my State Tripura. Fertiliser plants could be set up. I may mention in this context that for a 10 mega watt thermal power project in Tripura gas was offered at the rate of Rs. 850/- per 1000 c.m. But Sir, the same quantity is available to Assam at the rate of Rs. 95/- only. Why this disparity and discrimination? The gas which is being produced now, if the whole of it could be utilised then it could also save lot of our forest wealth i.e. trees which is at present being used up as fuel by the people for cooking etc.

In Tripura, I have heard that some

4000 new gas connections are being given in the current year. But Sir, the existing consumers face a lot of difficulty in getting refills when one cylinder is consumed. They have to wait for 3 or 4 months before they can get fresh supply of gas. I am not talking of the V.I.Ps. For VIPs there are always reserve stocks. But ordinary consumers have to wait for 3 or 4 months. So far as I know, in the entire North Eastern region the capacity of the existing bottling plants is far short of the demand. I have heard that 'Bharat Tools' was given a licence to set up a LPG cylinder bottling plant of 1,50,000 capacity at Durgapur in Burdwan district of West Bengal. They have started work, infrastructure has been set up and workers have been appointed, all work is ready. But for want of Central Government's final approval they have not been able to start production. If they could start production, then the shortage in the North Eastern region could be eased to a great extent and the present waiting time of 3/4 months for refills of gas could be cut short considerably. Sir, the prices of kerosene, diesel and petrol have gone up. In the North Eastern region there is only road transport. There is no railway. Tripura is totally dependent on petrol and diesel. The students there are totally depend on kerosene for their study at night. Kerosene is also the main fuel. The hike in the price of kerosene, diesel etc. have hit the people and students very hard in that region. Hike in the prices of petroleum products have caused a rise in the prices of almost all commodities. I therefore demand that the Government should pay some subsidy to ease the impact of hike in prices both before and after the presentation of the budget. Sir, I regret to say that I have noticed that the State to which a particular petroleum Minister belongs, always gets the maximum number of new LPG connections. In the current year about 2 lakh new LPG connections will be sanctioned. From the figures available it is seen that the number of new connections in the entire North Eastern and Eastern region right from West Bengal is much less than the connections to be issued in Maharashtra, Gujarat etc. Let us see what the new Minister does. These figures I have given, pertains to a period about six months back when the then Minister hailed from Maharashtra. I do not

want the new Minister to favour Eastern India. I want him to issue gas connections to the whole of the country according to the actual requirement of each area. I hope that the Government will be able to utilise our resources properly for taking the country forward. With that I conclude.

[English]

SHRI VIR SEN (Khurja) : Sir, I would like to shower praises on the Minister and the Department; but because of shortage of time I will not be able to do that.

PROF. MADHU DANDAVATE (Rajapur) : Leave out the pampering part.

SHRI VIR SEN : That is what I am doing. First of all I would like to talk about the distribution of dealership. There is a Committee. I am told that generally it is headed by a High Court judge. This is the Committee which makes selection of dealership. The minimum qualification is High School and the requirement is that the person should have at least, in most of the cases, Rs. 1,50,000/- to show. This is applicable in the case of Scheduled Caste people also. The result is that either you are making rich richer or you are making a poor person get the dealership when the actual beneficiary is a different person who is rich.

Now, Sir, I think that this policy is not a correct policy. What should be done is that a poor person with an income of less than Rs. 1000/- should be given preference. The procedure that is laid down for selection is a farce as a person can run dealership with ordinary intelligence and it does not require much intelligence. High school qualification has been laid down. This is a sort of a farce. I think that this Government should dis-continue this farce and Government should itself take into consideration and decide the dealership issue.

Sir, this selection board is only a farce. There is no criteria available to distinguish between hundred candidates of the same qualification as to which is better and

[ Shri Vir Sen ]

which is not better. The result is that there are direct and indirect influences. Sometimes monetary influence also plays in this selection. I have come in contact with many dealers who were sanctioned dealership and they had to grease the palms of the officers.

Sir, I want to give an example. An IAS officer has got a dealership in the name of his brother. I think that person could exert quite an effective influence on this board which is supposed to act impartially and fairly.

Sir, now a word about cylinders. It is said that cylinder grade steel is not available and the same is imported. I think this is not a correct plea and the steel plants can be asked to produce cylinder grade steel. Then there is so much wastage of gas. Many hon. Members have made reference to it. It is said that it is because of shortage of cylinders. If you allow the private industrialists to manufacture these cylinders and obtain ISI mark I think there will be no shortage and wastage of gas.

Sir, my next point is regarding bottling plants. I think at places where wastage of gas is going on the bottling arrangements should be made there or some sort of transportation system should be introduced so that this gas could be taken away to the point where it has to be distributed. As regards gas 'chullahs' one of the condition is that the consumer has to purchase the gas 'chullah' from the gas dealer. The dealer charges exorbitant price and makes a profit of Rs. 400 to Rs. 500 per chullah. Only within a few days of the sanction of dealership this man becomes 'lakhpati'. I think this should be delinked and the consumer should not be compulsorily asked to purchase the 'chullah' from the dealer.

Then, Sir, we receive complaints about blackmarketing in cylinders. Many hon. Members have referred to it. It seems we have no remedy for this. In Khurja a complaint was made against the dealer and he was found to have cylinders at his house. His agency has been sealed. The people of Khurja town have been suffering

for want of LPG for the last about a month. In such cases, the Government should take the responsibility of effecting deliveries to the consumers and the question whether the dealership has to be cancelled or not could be decided later on. I would, therefore, request the Hon. Minister to consider this question and make some arrangements so that people do not suffer.

The supply position of LPG cylinders in the districts is very bad. In Delhi, of course, as the hon. Members referred, if a cylinder is empty in the morning, you can get another cylinder by the evening, but in the districts, it is very difficult and sometimes it takes as long as two long before the cylinder is delivered. Sometimes, even in two months people do not get it. It is better not to issue any new LPG connections unless you can make arrangements to supply refill cylinders to already connection holders.

Then, the supply of LPG is very necessary in the hilly areas for conservation of forests. If you subsidise the supply of cylinders in the hilly areas, the forest areas, then it would be possible for you to conserve forests.

I hope, the hon. Minister will consider the points that I have made.

[Translation]

SHRI RAM PYARE PANIKA (Robertsganj) : Mr. Chairman, Sir, first of all I thank and congratulate this Ministry because the period of 2½ years to 3 years from 1980 onward, which was a period of difficulty for the people, has gradually been overcome and there has been a gradual development thereafter. Now we are producing 70 per cent of our requirement. The people have not forgotten long queues which used to be made to get kerosene oil.

Sir, I have been in the consultative committee for the last five years. I have seen how our officers and ONGC people work devotedly. I am also confident that our balance of payment also improved because of it. The Government had increased the prices of petroleum products.



to bring down consumption of petroleum products by 1.25 per cent. My submission is that you should write to the State Chief Ministers in this connection that they too should take economy measures in their States. Besides, Government offices should also take steps in this direction.

Sir, just now the hon. Minister has stated that with this increase there will be an income of about Rs. 450 crores. This will somewhat ease your difficulty. You have also reduced the prices a little. I request that, if possible, there should be some more reduction in the prices. This will further increase your balance of payment by Rs. 1100 crores and you will have to import oil.

Sir, barring two companies namely, Breeze and Rouf and V.K. and Lawrie, 13 companies are engaged in our country in oil exploration and all of them are doing good job.

Sir, I want to give one or two suggestions—much delay is taking place in Oil Selection Board. It should be decentralised and taken over completely by the Central Government and distribution should be made under your administrative control so that the poor, the backward classes are benefited and regional imbalances are removed. Sir, my second suggestion is that you should allot LPG agencies at every Block, Tehsil headquarters so that it may reach the villages also. In addition to Block and Tehsil headquarters, gas agencies should be allotted to the towns and industrial towns with a population of 20,000 and more.

Sir, people are facing hardship in Shaktinagar, Rihand nagar and Renukut. These three areas are in utmost need of gas agencies. About 3 to 4 years back there was a cooperative agency in Renukut which was cancelled subsequently with the result that people there are facing lots of difficulties. Application for that place has already been sent through the District Magistrate. Therefore, immediate sanction may be given for an agency for that place.

Now I want to say something about

the Scheduled Castes. At present you are not getting good candidates. The matter was discussed in detail here in the House. If at all a candidate appears in the interview he is not allotted the agency. If only one candidate has appeared in all the Selection Boards, he is told that he has been selected but for the last 3 years he has been waiting for a call. You should issue a general order that even if a single Scheduled Caste or a Scheduled Tribe candidate appears he should be given an opportunity. Regarding the selection system, I have already given a suggestion about its decentralisation.

I would like to point out another thing that making deposit for the petroleum dealership is a difficult task. Last time the hon. Minister had assured that he will arrange money for the Scheduled Caste and the Scheduled Tribe candidates from the banks, but to my knowledge it has not been done. You should issue a general order that condition of depositing money will not be there. Whosoever is eligible will get the dealership. You have prescribed high school qualification, you can increase it but condition of deposit should not be there. What is happening is that the rich are growing richer and dealership is obtained by big people. It has become the monopoly of the rich. After the constitution of the Oil Selection Board, the agencies for kerosene oil, diesel or petrol are being cornered by a select group in the entire country. God knows how do they manage all this—either they get 'benami' dealership or they adopt some other method. Even the Oil Selection Board has not been able to correct the situation. You will have to rectify it.

I would like to give one more suggestion. Just now Shri Vir Sen highlighted the difficulty about the hot plate. You should issue orders that there should not be any compulsion about purchasing a gas-stove. We have received a lot of complaints about it. I shall give in writing, separately about it. You will have to correct it.

With these words, I thank you.

SHRI K.D. SULTANPURI (Simla) :  
Mr. Chairman, I wish to convey some



[Shri K.D. Sultanpuri]

points to the Government through you. First of all I wish to congratulate the hon. Minister and the officials of his Department.

**SHRI SOMNATH CHATTERJEE :** He deserves half of the congratulation and Shri Nawal Kishore Sharma the other half.

**SHRI K.D. SULTANPURI :** Shri Nawal Kishore Sharma as well as Shri Chandra Shekhar deserve congratulations.

**AN HON. MEMBER :** Shri Som Nath also deserves congratulations.

**SHRI K.D. SULTANPURI :** I wish to say that these days trees are being felled in our country. My State, Himachal Pradesh, being a hill State, should have more gas agencies. If more gas agencies are allotted to Himachal Pradesh, this cutting of trees and damage to the national wealth can be prevented.

Your criterion of giving a gas agencies to an area with a population of 20,000 should be relaxed in the case of hill areas. Hill areas have scattered population. The constituency from which Shri Namgyal comes, has twenty five thousand voters, but its area is more than the total area of Haryana and Punjab. You must pay attention to this aspect.

There are two places in Himachal Pradesh, namely, Jwalamukhi and Ram Shahar, where a lot of money was spent on oil exploration. I would request you to continue survey in Himachal Pradesh to explore oil and natural gas there.

I wish to say one more thing that tractors are used by the landlords and farmers and diesel used in them has become very costly. Although it is Finance Ministry's responsibility, still you should request them to give some concession for diesel used in the tractors, so that the farmers may be benefited. I support the suggestion made by Shri Panika and a former Minister that Scheduled Castes and Scheduled Tribes

should be represented in the Selection Board constituted by you so that the poor may get a place in the Board. Today, we see that only the influential people get the agencies. So much so, that their relatives have also been allotted the agencies. Once again I will say that all the high income-tax officers as well as big businessmen are holding these agencies. Shri Daga also belongs to the business community, but I am not speaking about him. Today, the backward classes in our country constitute a sizeable section of our population, as such we should pay them all attention.

Shri Panika had demanded that M.Ps. should get two gas connections in a month. I do not agree with him. It will create a headache for us. The clerks pester us to sign letters for a gas connection.

I suggest that in place of the judges appointed on the Selection Board, members of weaker sections should be appointed. I would like to inform the hon. Minister that there are some officers in your Ministry who charge Rs. 100 before filling the forms. And they do not send them even the interview letters. In Rajgarh, a person was interviewed four times, but he has not been selected. All the agencies in my constituency, which is predominantly a scheduled caste and Harijan area, were allotted to the big people and no Harijans could get it. I suggest that Punjabis should be given agencies in Punjab and Himachalis in Himachal Pradesh. It will minimise the chances of irregularity.

In the end, I would say that the hon. Minister must hear both the sides and then do what is right. Whatever we say here should be taken into account, otherwise all our suggestions are an exercise in futility. The hon. Minister is intelligent and honest, he will certainly consider the points revised by us.

[English]

**SHRI M.R. SAIKIA (Nowgong) :** Sir : I rise to speak on the Demands for Grants of the Ministry of Petroleum and Natural Gas.

Petrol is undoubtedly the most important source of energy. It is essential for the development of our economy. We must try to explore all possibilities to produce the maximum amount of petrol, so as to enable us to make our country self-sufficient. We have been importing oil, and this has created the problem of balance of payment, of foreign exchange.

Therefore, we must try to increase the production of oil and to reduce the consumption of petrol in various spheres. But is there any possibility of reducing the consumption of petrol? As we know, 60% of the total consumption is by various Government departments, including Defence. What steps does Government propose to take to curb the rate of consumption of petrol in its own departments? We have seen that the number of vehicles used in these departments has increased day by day.

There is a proverb, 'Charity begins at home'. May I ask the Government: To what extent has this been followed? The prices of petrol and petroleum products have been increased, but at whose cost? Is it not at the cost of the general people? Will it not lead to increase in prices of foodgrains and other essential commodities?

Sir: The North-Eastern region, particularly Assam, is one of the most important sources of supply of oil. In the Assam Accord, it is mentioned that one more refinery would be established, to meet the growing demand of the economically backward people of the State but I am surprised to find that no provision has been made in the Budget for the establishment of the proposed refinery. Assam has been neglected since Independence. The people of Assam have to resort to an agitation even for the construction of a bridge over the Brahmaputra, for the installation of a refinery, the establishment of a University and for the establishment of our own high court and what not. How long will we be neglected this way?

Moreover, this backward State has limited scope for mobilization of resources. The people of Assam have been demand-

ing an increase in the royalty on crude oil from Rs. 61 to Rs. 336 per metric tonne, but no action has been taken. Therefore, I request the Minister of Petroleum and Natural Gas to increase the royalty on crude oil, so as to enable the backward State of Assam to increase its resources.

Moreover, the flaring of natural gas by Oil India Ltd. and the ONGC during the last 25 years is known in the region as a scandalous affair; this is done despite the outcry for more energy and power for the rapid development of the neglected State of Assam. It is learnt that the Assam Industrial Development Corporation has submitted a plan for the establishment of a Gas Cracker Complex in Assam to stop the criminal wastage of flared gas, the potential of which is 65 million cubic metres, out of which the recoverable gas is 19.74 million cubic metres. Of this, only 2.45 million cubic metres are used by a few industrial units. I, therefore, urge upon the Ministry to take immediate steps to stop this criminal wastage of gas, Gas Crocker and establish a Complex in Assam.

The youth, both educated and in-educated in Assam have been frustrated due to such step-motherly treatment by the Union Government. The Government of India speaks much about the removal of regional imbalances, but what practical steps have been taken to remove such imbalances in the case of Assam? Is it not one of the main contributing factors for the creation of tension and violence in different parts of the country?

Therefore, I request the Minister of Petroleum and Natural Gas to take some positive steps immediately for the establishment of one more refinery in Assam, which would provide ample avenues for employment to the youth there. Let the people of Assam enjoy the benefit of its own resources to a certain extent, along with the people of the rest of the country. Let the people of Assam feel themselves a part and parcel of the mainstream of our Mother India, and let them march along with others on the path of progress, peace

[Shri M.R. Saikia]

and amity for the attainment of the unity and integrity of the nation.

Sir : I also want to utilize this opportunity to point out some adverse impact on the environment of oil fields owned by the Oil and Natural Gas Commission in the Sibsagar district. The majority of oil extracing wells are located in Lakwa, Rudra Sagar and Gelaki in Sibsagar district of Assam.

Sir : During the drilling operations, inputs like clay, are required, besides recycling crude, water and saline water, and from drilling operation reject materials such as crude, water and clays are found. All such input materials should be kept stored or maintained in containers or in line pits and all reject materials should be put in pits instead of releasing these to the surrounding areas. But what we have seen at drilling sites in Sib Sagar is that no such arrangements have been made by the O.N.G.C. and as a result of spreading such materials over its surroundings, that causes huge damages to the agricultural crops, damaging its surrounding lands, destroying plants and vegetation and fibre producing worms specially rare worm which produces muga thread. It also causes damages to water and the quality of the soil due to such uncontrolled discharge of oil water in the surrounding areas. There is also a possibility of threat to the human health.

Therefore, I request you to direct the O.N.G.C. to improve its practices and keep these materials, both input and reject materials, required for drilling operations in a container and pits in order to avoid such damages caused by these materials.

[Translation]

SHRI KAMMODILAL JATAV (Morena) : Mr. Chairman, Sir, I rise to support the demands for grants of the Ministry of Petroleum and Natural Gas presented here. I would like to congratulate the hon. Minister that diesel and petrol are available in abundance everywhere but I would request that arrange-

ment should be made to ensure that there is no scarcity of these commodities in the ensuing season. What happens is that during the season the dealers stop making its supply for two to three days and store their quota somewhere else and thus make a bungling of lakhs of rupees.

My another request is that Government should evolve a process to make distinction between diesel and kerosene oil, so that diesel could not be adulterated with kerosene. The adulteration of diesel with kerosene not only makes it costlier for the poor but it also demanges the engines. Therefore, Government must take some effective steps in this regard.

You provide separate quota of kerosene oil and diesel for Harijans and Adivasis, but they do not have dealers of their own. Therefore I request you to increase the number of dealers for the Harijans and Adivasis so that they do not have to face any problem in getting kerosene oil.

16.03 hrs.

[SHRI SOMNATH RATH *in the chair*]

In Madhya Pradesh, every district has gas agencies, but there are no agencies at the tehsil level. The M.Ps, who come from these areas have gas-cylinders, and the Harijans and Adivasis gether to look at it out of curiosity. When I got the connection, a number of Adivasis came to see it. Hence, I would like to request the hon. Minister to allot the LPG gas agencies at the tehsil level. When others in the tehsil get the gas connections, the Harijans would also get it.

I would like to make a submission about the announcement made in regard to the setting up of a refinery at Morena, when Shri Sethi was the Minister for Petroleum. This announcement was also published in the newspapers but afterwards it was not known what happened to the project. I would request the Minister to clarify the situation so that I can go to my area and apprise the people of the facts.

Near the river Kuwari in Morena,

there is a village Bamsaulli, in tehsil Sobalgarh. Here, as I have been told, the earth emits a smell which indicates the possibility of kerosene deposits there. The hon. Minister may kindly note it and efforts should be made to explore it

With these words, I support the demands for grants of the Ministry of Petroleum and Natural Gas under consideration.

**\*SHRI V. KRISHNA RAO** (Chikkaballapura) : Mr. Chairman, Sir, I feel privileged to support demands for grants of the Ministry of Petroleum and Natural Gas.

Sir, Petroleum products play a vital role in the progress of a nation. Most of the people use petroleum products in one form or the other but the recent price hike of these commodities has affected the people. I request the hon. Minister to review the prices of these commodities.

Gas connections are being given throughout the country, but there is no equal distribution among urban and rural areas. Most of the people in urban areas are getting this facility. This facility should be extended to rural areas also. Ex-servicemen should be provided L.P.G. connection on priority basis.

There is a rise in the price of diesel. Farmers are very much affected by this. They cannot run their tractors without diesel. Transport system in our country also depends upon diesel. Similarly kerosene is also a very important commodity. The poor people and middle class people use kerosene daily. Hence the price of kerosene has to be brought down. In fact I go to the extent of requesting our hon. Minister to give subsidy to kerosene. Petrol price has also gone up. More and more licences are being issued to the factories producing scooters, motor cycles and other vehicles. There is a great demand for petrol by the common man. Therefore, I plead with the hon. Minister to review the prices of these commodities.

Our country has abundant oil and gas

resources. If these resources are tapped properly then we can completely avoid the import of petroleum products.

Adulteration of petrol, diesel and Kerosene should be checked immediately. The persons involved in this activity should be identified and severe punishment should be given to them.

ONGC wants to buy helicopters. Instead of buying these helicopters I feel that we should buy rigs which are used for oil exploration. At present we are paying a large amount of money on hiring these rigs from foreign countries.

Mangalore refinery is a very long pending demand of the people of Karnataka. Similarly Vijayanagar steel plant is also pending for the last 15 years. Our late lamented leader Smt. Indira Gandhi had stated that both these projects would be set up in Karnataka. But I regret to state that nothing has been stated about these two projects in the report of the Ministry. There is no allocation of money for these projects in the budget for the year 1986-87. Therefore, Sir, I urge upon our hon. Minister to set up these projects as early as possible.

Sir, I thank you for giving me this opportunity to speak and with these words I conclude my speech.

**DR. CHANDRA SHEKHAR TRIPATHI** (Khalilabad) : Mr. Chairman, Sir, I support the demands for grants of the Ministry of Petroleum and Natural Gas I thank the hon. Minister for the fact that compared to the public sector undertakings, which are incurring heavy losses and are a curse to the Indian economy, the Petroleum Ministry is earning substantial profits. (*Interruptions*)

Sir, the recent price-hike of petroleum products cannot be justified. To justify the measure it is argued that it would help in curbing its consumption, and would also help in the development of alternative resources. In this connection I can only say that oil consumption would not be

[Dr. Chandra Shekhar Tripathi]

curbed because the Government machinery accounts for 80 per cent of petroleum consumption in the country. Our Government officials consume petrol worth crores of rupees on the roads.

Sir, if they want to launch an economy drive, save foreign exchange and petroleum products, they must first effect a cut in the expenditure of the Government. In our country, 33 thousand by products of petroleum are produced, such as medicines, cloth, inputs for farmers. All these products are based on petroleum. The decrease in the prices of these products is indeed praiseworthy. But the prices should be decreased further, so that 50 crore poor people in this country are not affected by the price hike.

Sir, some hon. Members and our friend Shri Vir Sen has drawn your attention to the shortage of gas. I wish to humbly point out on the floor of the House that the judges appointed to hold interviews for allotting outlets to the candidates, have allotted outlets in our district to anti-social elements including the smugglers and underworld thugs and thieves, who are already owners of as many as 10 petrol pumps. What kind of judges are they? I have got several complaints in this regard. I would request that this system should be immediately scrapped and some other system should be introduced and the Members of Parliament should be consulted about the antecedents of a candidate, e.g. to which place he belongs, his moral character, his financial standing and usefulness to the area.

Sir, the shortage of gas is a frequent topic of discussion in the House. I would also like to draw your attention to this very fact. In India, gas worth crores of rupees is burnt away. I would request that some system should be evolved by which this wastage could be checked and gas agencies could be allotted in the areas where trees are being felled and cowdung is used as fuel; it is necessary to check it for the progress of agriculture and in the interest of ecology. Gas agencies must be

provided in Northern India because it is they who are facing shortage of fuel. You should pay your kind attention towards that.

Besides, I would like to draw your attention to the bungling committed while allotting gas connections. Today, in Uttar Pradesh there are four gas bottling plants under construction and incidentally one refinery is situated in the hon. Prime Minister's constituency. Sir, if projects are not planned and completed on time, then the burden of the increased or the escalated cost has to be borne by the 76 crore people of this country. I would request the hon. Minister to ensure that the projects undertaken during his tenure are completed in time, so that there is no undue escalation of costs and a project with an initial cost of Rs. 7 crores does not escalate to Rs. 17 crores. This gives rise to inflation and results in setback to our economy and the entire burden has to be shouldered by our poor masses.

A little while ago, I was reading the 1986 report of the Ministry of Petroleum and Natural Gas, in which I read about the measures that are going to be adopted to conserve petrol. It has been proposed that mobile vans would be sent to Uttar Pradesh, Bihar and Rajasthan to educate the truck and tractor owners about methods to be adopted to reduce the consumption of oil. I have read the report but have not come across any mobile vans that propagate methods to conserve oil. I would request you to ensure that there is absolutely no wastage of oil with a view to countering pollution, saving foreign exchange and for the development of our country.

With these words I would thank you and end by supporting the demands made by the Ministry of Petroleum and Natural Gas.

[English]

DR. V. VENKATESH (Kolar): Mr. Chairman, Sir, first of all, I want to question the Petroleum Ministry why the petroleum products are costlier in our country. It is a most unfortunate and

unprecedented practice to raise the prices of petroleum products only a few days before the commencement of the session. That means they are cornering the parliamentary practices. I do not know why this Government is following this kind of practices. When the prices of petroleum products in the entire globe have come down, why particularly in our country are they going up? I cannot understand the very policy of this Government. When I go to my constituency, the common men in the streets ask me this thing. They say, the present Government may be having underhand dealings with some contractors and that is why when the prices of petroleum products are coming down in the entire world, they are going up in India. The Government has already given some flimsy grounds for this. They have stated that in order to check the foreign exchange and all that, they wanted to curb the consumption of petroleum products. But what is the justification behind increasing the prices of kerosene? Do you mean to say that rich people are using kerosene? It is the common man who is using kerosene. You know pretty well that the farmer is using diesel for farming whereas petrol is used by both rich and poor.

The cost of transport has been increased like anything. You know it well that when the transport is affected, everything is affected. Transport has become very much costlier in our country.

I tell you that the entire country has reacted against this price rise. You know pretty well how the recent Bharat *bandh* call by the Opposition has reacted. In my constituency, when I was just going to see whether any violence had occurred and if so, to control that violence, people forced me to stop the ongoing trains for about one hour. They forced me to lie down on the railway track. That was the situation. Why I am telling you all this is that the common man is very much affected. It has been proved very much.

Now I come to my State, Karnataka. As far as Karnataka is concerned, it is being discriminated. I am telling you once again, I want to warn the Ministry

concerned through you, Sir, that the people of my State are very much affected on all counts from time to time. Take, for example, the Vijayanagar Steel Plant. What has happened to that plant? Similarly, what about the railway network? What about the Mangalore Refinery? Why I am bringing these things to your notice is that I cannot go and face my people in Karnataka. They are forcing me to get an answer to these things. I want an answer to these things, otherwise I will sit at *dharna* here itself. Unless the Ministry gives a positive answer regarding the Mangalore Refinery, I cannot go home. I cannot go to my constituency; people are forcing me to agitate. I am going to sit just now here in *dharna*. Otherwise the Minister should give a categorical answer. I want this categorical answer by the Minister when he replies. Sir, I am coming from a backward district, that is, Kolar district. Since number of years we have not seen rains. The hon. Minister should see to it that sufficient fuel is assured to Karnataka to have gas turbines to generate electricity. Successively for the last four years there have been drought conditions in Karnataka. I want him to at least provide sufficient fuel so that generation of electricity can be done by installing gas turbines by the Government of India. With these words I conclude.

[Translation]

SHRI JAGANNATH PRASAD (Mohanlalgañj): Mr. Chairman, Sir, I would like to thank the present Minister, the former Minister Shri Nawal Kishore Sharma, the officials and the employees of the Ministry for their combined efforts to bring self-sufficiency on the oil front and for their achievement of a great degree of success in this work. I would like to say a few words about the Selection Board. Lakhimpur Khiri is in the Tarai region of Uttar Pradesh and the total population of that area is around 80 thousand. There the Selection Board Selected a candidate for the allotment of the agency. There were a number of complaints against this candidate and after an enquiry his name was rejected. The candidate whose name was next in the list was allotted the agency for distribution after creating a fresh



[ Shri Jagannath Prasad ]

vacancy because the candidate whose name was at the top and was rejected, had filed a case in the high court and his case is still pending there. Shri P.C. Sethi had constituted another Selection Board consisting of members representing each of the 4 companies, one deputy secretary of the Central Government and one deputy secretary from the State. I do not doubt the intentions of the Minister. But I would say this much that the consumers do not get L.P.G. cylinders on time. There is no distributor in Lakhimpur Khiri and by creating a fresh vacancy this need can be satisfied. In the town areas, Palliakalan and Gola of Lakhimpur Khiri, there are agencies for the distribution of LPG, but there is no agency in Lakhimpur Khiri itself. Action must be taken as early as possible in this matter. I would like to draw the attention of our hon. Minister to the fact that LPG has been declared an essential commodity and as a result the officials in the district, (they may belong to the Government or any other category) control the distribution and the common people do not get their LPG cylinders on cash and carry basis. I would request that the procedure followed by the company must continue. I would conclude by congratulating the hon. Minister. I am also grateful for the time given to me to speak.

**SHRI RAMASHRAY PRASAD SINGH (Jahanabad) :** Mr. Chairman, Sir, before speaking about the demands of the Petroleum Ministry I would like to say a few words about the Government policy. The price of petroleum has increased in our country whereas it has decreased in the international market. His argument is that the prices have been increased to save foreign exchange and curb oil consumption. But this argument does not hold water. In this session Government have brought forward an amending Bill to remove the restriction on the movement of trucks or vehicles for transportation of goods throughout the country. Earlier, there was a restriction on their movement. Now that restriction has been removed and trucks and vehicles can move to any part of the country after obtaining a national permit. This proves that you want to increase the consumption of petrol

and diesel in the country and you do not want to reduce it. Therefore, your policy is not intended to reduce the consumption of petroleum products in the country.

Secondly, drilling is going on at many places in the country to find out the deposits of petroleum. Petroleum plays an important role in the development of the country and every country where petroleum products are available in abundance is considered to be an affluent country. There are many places in the country where petroleum deposits can be found, but we know that no survey work is being undertaken there. We want that Government should undertake survey in those areas also, where there is possibility of finding the deposits of petroleum so that production of petroleum products could be increased in the country.

I would like to draw your attention to one more point. Mr. Chairman, Sir, submissions have been made in the House about distribution of gas also and it is an undisputed fact that there is need to streamline the functioning of the Oil Selection Board. There are many irregularities in its functioning and the Board decides everything in an arbitrary manner. The rules are completely ignored. In this connection I had seen the Minister a week back and I had also given a written complaint to him about the allotment of gas agency in my area. I would request you to take an immediate action on that complaint, because the people are getting very rich today in this manner and are earning crores of rupees through gas agencies. There is democracy in our country and we also talk of raising the standard of living of the poor. Our hon. Minister comes from Bihar and he knows how backward the State of Bihar is. I would, therefore, request him that he should take immediate decision regarding allotment of gas agency at Masaudhi, Ghosi, Arwal and Kurtha so that the poor could be benefited and they could get some facility, because all of us want that the poor of this country could get some facility. If we simply continue to indulge in tall talk and do not implement it in actual practice, the poor would not be benefited and they would continue to



languish in poverty. But you have raised the prices of oil and as a result, it has become difficult for the children of the poor to study during the night. It is clear from this that you want to keep them poor. I want that you should bring about some radical changes so that the poor could be benefited and their poverty could be removed.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI CHANDRA SHEKHAR SINGH) : Mr. Chairman, Sir, I am happy that such a good number of hon. Members have participated in the discussions and this Ministry has got the attention and interest of the Members. I also must express my gratefulness to the hon. Members for their high appreciation of the good work that is being done by the Ministry and their awareness of the problems which confront us.

Sir, oil is a very vital input both from economic and strategic angles and our objective is to attain a high degree of self-sufficiency not only from the short-term angle, but in the long-term perspective also. And this is really a test for our production programmes, our management capabilities and the way we are able to steer ahead this very important activity.

A long time back man used to depend largely on renewable sources of energy, but we have moved fast from the increasing use of stones and fossils and a stage has been reached when there is an accent on greater use of renewable sources and development of such sources.

A very significance of the feature of the present phenomenon is that we are in a high energy-cost era. The present soft conditions in the international oil market are not a firm indicator or a long-term indicator. It is expected that this trend may last for some time but things may go back to the old level very soon. It, therefore, calls for adjustment in our demand-management, re-orient our economic policies to conservation programmes

and making the most optimal use of our available resources.

Quite a good number of hon. Members have referred to the fact that petroleum products have become vital for the common man. Nothing could be a better indicator of the economic growth during the past decade than this. Before the planning process began, petroleum products did not matter very much for the common man because it was outside their reach and the situation has been transformed during the past few decades. Hon. Members have also unanimously stated that we should try to curb consumption of petroleum products, although they have added that the price increase is not going to result in such a deceleration of consumption. They have also said that most of the petroleum products used are for Governmental or semi-Governmental work. I would like to point out to the hon. Members that this is hardly the situation. Even if 90% of the petroleum products are used by Governmental or semi-Governmental organisations, then, why should there be an outcry against price rise, when the burden would be on Governmental organisation or semi-Governmental organisation and others would not feel concerned about it? But this is not the situation. I have explained in this House that the price mechanism has been used in the past in all other countries as an instrument to curb consumption, although there is no straight correlation between the two. I would only like to make clear one point to all the hon. Members. Increasing use of oil and petroleum products is an indicator of economic growth. In the past several years, the correlation between the economic growth and the growth in consumption of oil and petroleum products is 1 : 1.8. It means, for one percent rate of economic growth, we are consuming 1.8% of oil and petroleum products. I would not like to make a comparison with developed countries where they have a fairly large cushion to bring down consumption. But the Planning Commission has assumed that this ratio should be brought down to 1 : 1.3 and the present attempt, apart from the compulsion of resource mobilisation, is also directed to this purpose.

[Shri Chandra Shekhar Singh]

Some hon. Members made an analogy of the foot and the shoe. The shoe should be made according to the foot, not the foot according to the shoe. Here the analogy is certainly wrong. There is fair elasticity.

PROF. MADHU DANDAVATE : If at all shoe is available !

SHRI CHANDRA SHEKHAR SINGH : Here it is available ! The foot is not inelastic, as it is after attainment of a certain age !

Here, we can match the foot and the shoe from both ends and that is what we are trying to do.

I have also stressed and I would like again to reiterate that we are not resting content with this. We are going into an indepth examination of how best we can conserve our resources and bring down our consumption and still accelerate our economic growth.

I have informed the hon. House that we have convened a meeting of the Secretaries. We have put forward concrete and specific suggestions for consideration of a number of Ministries. They are actively considering it from the angle of implementation and, by next month, we should be able to evolve a comprehensive package of conservation measures which would cover all our economic activities and take us forward in that direction.

I would like to explain the present scenario to the hon. House and while spelling it out, I would also touch upon the issues raised by the hon. Members. If some of the issues are not covered in my speech, it does not mean that it has missed my attention. I would like to assure them that every point that the hon. Members have raised, has and shall receive the fullest consideration and examination.

SHRI SOMNATH CHATTERJEE : There will not be guillotine !

SHRI CHANDRA SHEKHAR SINGH : No !

Oil production in the country which was 40.5 million tonnes in 1980-81, increased three-fold by 1985-86 and is expected to be 29.9 million tonnes during the current year. The production will increase further to 34.5 million tonnes by 1989-90. The Sixth Plan target of 93.4 million tonnes of fuel oil production was exceeded and the actual production was 102.8 million tonnes. This is the situation and this is our performance.

I would like to name the new finds discovered during the current year because Members are naturally interested in it. These are the structures : Narsapur, Kaza and Tatipaka in Andhra Pradesh—here there is a gas find—Nariman in Tamilnadu, Karjisan and Pakhajan in Gujarat, Tinkhong-Tinali and Rajgarh in Assam and B. 147 Panna East Oil and Gas and D.18 and D.172 in the off-shore areas.

Most of these areas are still being delineated. By the introduction of early production system, oil from Narimanam is being utilised by the Madras Refineries.

A significant find has been that in Gandhar-I in Gujarat which was made in April, 1984. Two more wells have been completed and the fourth is under drilling. ONGC feels that they are on the threshold of a significant discovery. The geological reserves are still to be adequately assessed. However, the expectation is that this may be of the order of 100 million tonnes.

The highlights for the current year include commissioning of SH platform compression facilities in Bombay off-shore which has reduced flaring significantly and flaring is minimal in the western offshore and Gujarat regions. It may continue for some time in the Assam oil fields because they are scattered over a wide area and also because the utilisation potential could not be developed in time although we made clear every time that gas would be made available to Assam for their development programme.

The House is aware that besides what-

ever exploration and production activity we can carry on on our own resources we are trying to involve other countries also in this important sphere. A protocol with USSR has been signed for exploration in the Cauvery and Cambay regions. We are going around with the third round of bidding and we shall be making offers to foreign oil companies for offshore exploration work. We shall get the benefit of the latest technology as also the availability of foreign risk capital and the joint venture would be in the sphere of not exploration, but in the sphere of exploitation after the discovery of oil.

We are also evolving new strategies to accelerate oil production. A more intensive strategy is being devised instead of spreading our resources thinly over a wide area. We have selected more prospective areas for intensive exploration work.

Enhanced oil recovery techniques are being made use of and we are putting fields on accelerated production programmes and in view of the resource constraint we are trying to strike a right balance between charter hiring of equipments and acquisition of capital assets. Both have to be pursued and a correct decision has to be taken in this regard.

We are also trying to see that the productivity of rigs as measured by cycle speed is improved. ONGC has increased the cycle speed from 565 to 628 during the Sixth Plan period and it is planned to increase it to 722 metres in the Seventh Plan period.

That way we are trying to accelerate our production and meet our requirements through domestic production as best as possible.

Some members from Assam and Gujarat raised the question of payment of royalty for oil to these two States. This has been pending since long. I would like to assure the Members that this issue is receiving the most sympathetic consideration at our end and we are going to take a decision very shortly in this matter.

SHRI BIPIN PAL DAS : We hope

that the decision would be rational. It must have some relation to the price.

SHRI CHANDRA SHEKHAR SINGH : It will always be rational. I hope it will be rational from your angle also.

SHRI S. JAIPAL REDDY (Mahbubnagar) : I hope it will be radically rational.

SHRI CHANDRA SHEKHAR SINGH : That is going to be too inconvenient to you.

*(Interruptions)*

Shri R.P. Das raised this question of exploration plan in the Eastern and North-Eastern regions. I would like to inform him that we are paying full attention to exploration work in the West Bengal Zone and the North-Eastern areas of Upper Assam, Tripura, Nagaland and Cachar. We are going to invest nearly Rs. 300 crores in the West Bengal Zone and an amount of Rs. 540 crores in the North-Eastern area. This is going to receive our attention in the best possible manner. The balance between our requirement and our domestic production has to be met through imports.

SHRI BRAJAMOHAN MOHANTY (Puri) : What about Mahanadi ?

*(Interruptions)*

SHRI CHANDRA SHEKHAR SINGH : I will tell you about Mahanadi also. I am not blaming all of them because I thought that it is included here, and I thought that the hon. Members are well aware of it. I have specifically referred to West Bengal, because the hon. Member has raised this question. I thought you are fully aware of our work being done in Mahanadi Basin and therefore I need not mention specifically.

*(Interruptions)*

So, during the year 1985-86, total value of net imports is of the order of Rs. 4500 crores. So far as export of crude oil is concerned, these have been reduced to a

[Shri Chandra Shekhar Singh]

very low level on account of enhanced refining and production within our country. During the year 1986-87 also, no export of crude oil is planned and henceforth no export of crude oil is going to occur. As a result, the quantity of petroleum products imported is anticipated to go down from 2.61 million tonnes in 1985-86 to 1.95 million tonnes in 1986-87. Our imports of crude oil will be going up from 14.85 million tonnes to 15.59 million tonnes. In terms of value of net imports expected to go down by about Rs. 4500 crores to about Rs. 4000 crores in 1986-87. We are taking full advantage of the current oil market and we are trying to get maximum advantage out of it. All the purchases which have been made between January—March to the tune of Rs. 3.2 million tonnes, will be on-the-spot prices. We are trying to enter into negotiations with the oil producing countries so that we get import of market-related prices and not official prices. I have explained to the hon. House that in spite of our best efforts our degree of self-sufficiency in oil will go down by the end of the Seventh Plan.

*(Interruptions)*

SHRI BALASAHEB VIKHE PATIL (Kopergaon) : Will it go down or go up ?

SHRI CHANDRA SHEKHAR SINGH : No, no, it will go down.

*(Interruptions)*

The degree of self-sufficiency during 1980-81 was 31.6 per cent. By the end of this plan, it reached 70 per cent. In the year 1985-86 it was 68 per cent. It is primarily due to the reason that we were able to strike the Bombay High structure. We have not been able to get any such highly beneficial structure and therefore the present projections are....

SHRI AJAY MUSHRAN (Jabalpur) : The Minister has said that the degree of self-sufficiency will go down. I think what he means is "more self-sufficiency."

SHRI CHANDRA SHEKHAR SINGH : No, no, absolutely not.

SHRI S. JAIPAL REDDY (Mahbubnagar) : The truth is much too unpleasant to the members of your own Party.

SHRI CHANDRA SHEKHAR SINGH : I meant what I said.

PROF. MADHU DANDAVATE : He feels that it is a statement from an Opposition leader. *(Interruptions)*

*[Translation]*

SHRI RAJ KUMAR RAI (Ghosi) : The truth is that people do not concede with grace and honesty. It is surprising that you have conceded.

*[English]*

SHRI CHANDRA SHEKHAR SINGH : I have explained the position some time back also in the House that the degree of self-sufficiency will go down to 61 per cent by the Seventh Plan period and this is most likely to occur unless we are able to strike something big in the coming years. About gas....

SHRI BIPIN PAL DAS (Tezpur) : Is it the policy of the Government to pursue a line of more conservation of this exhaustible commodity by importing crude which is now cheaper in the world market ?

SHRI CHANDRA SHEKHAR SINGH : That question was raised by Shri P.C. Sethi. But that option is hardly available to us. It is a suggestion that we purchase oil from abroad, we can store it, make use of it and restrict our production. But the balance of payments position is one factor. Storage and interest problems are another factor. Somehow or the other, the present international market is going to help us....

PROF. MADHU DANDAVATE : Do not import 'balance of payments'.

SHRI CHANDRA SHEKHAR SINGH : The balance of payments position is difficult.

So, we do not have that option available to us.

Gas is going to assume a very significant role in the coming years as reserves

of natural gas are likely to build up at a faster rate than crude oil. Over the last ten years, natural gas reserves of India have increased from 68 billion cubic metres to 479 billion cubic metres. It is a highly versatile hydrocarbon source and we are paying a lot of attention to it. The total production of gas which was in the range of six to seven million cubic metres per day in 1975-76 increased to about 22 million cubic metres per day in 1984-85. This production rate is expected to be more than double, to about 46 million cubic metres per day, by the terminal year of the Seventh Plan, 1989-90. With the anticipated increase in the production of natural gas in the Seventh Plan, it is expected that, on an annual basis, the production of fertilisers in the country will be enhanced by about six million tonnes, the production of petrochemicals will increase by about four to five lakh tonnes, and new power generation capacity to the tune of about 1300 to 1500 Megawatts will be added.

At this stage I would like to refer to HBJ briefly. I have stated only a few days back that there is every likelihood that the work would be awarded within 24th March. We are still trying to do it. If there is going to be some delay, it may be a delay of three or four or five days. But I would again like to reiterate that the award is going to be made very soon and the hon. Members will feel highly satisfied that we are going to take a decision in the larger national interest.

Shir Murli Deora referred to the necessity of having pipe gas supply to big cities.

I would like to assure him that we are looking into the matter and if there is any possibility, certainly we shall try to do that.

AN HON. MEMBER : What about Assam ?

SHRI CHANDRA SHEKHAR SINGH : I will come to that.

(Interruptions)

SHRI CHANDRA SHEKHAR SINGH : Hon. Member Dr. Vijaya Rama Rao who initiated the discussion referred to the necessity of splitting up the ONGC. The ONGC is not being split up. But a reorganisation is being effected and we are going to strengthen the regional organisations and try to get more authority and get accountability to the regional officers, thereby enabling them to come upto our expectations.

An effort is also being made to make use of Indian equipment in the exploration or production activity. I would like to tell the House that during the last five years the domestic coverage of our equipment has increased from 38% in 1980-81 to 54% in 1984-85 in so far as the ONGC is concerned and from 53% in 1980-81 to 64% in 1984-85 in so far as the OIL is concerned. (Interruptions)

Sir, I would like to go to the refining side and cover many of the points which the Hon. Members have raised. The present refining capacity in the country is 45.55 million tonnes spread over twelve refineries. The House is aware that during the last few years we have added Mathura Refinery. Expansion has also occurred at Bombay, Vizag, Madras and Cochin totalling 7.75 million tonnes. This is a very notable feature that our refining capacity is established and thereby we are now importing crude, refining them, processing them here and not importing products and thereby saving the valuable foreign exchange.

I would like to point out to the House that at the present rate of growth in the consumption which is of the order of 3 million tonnes per annum, every five years there would be a requirement of 15 million tonnes of products and we have to take note of it and increase our refining capacity further.

In our country the maximum consumption is of middle distillates and, therefore, our refining capacity added always ensures maximisation of the middle distillates. During the last five years we have added six new secondary processing facilities to maximise middle distillates.

[Shri Chandra Shekhar Singh]

Among the expansion proposals in the 7th Plan in which the Members must be interested, are the expansions of Bongaigaon Refinery or another refinery in Assam subject to completion of the techno-economic studies in this regard. This study report has reached us, we are examining it. The crude oil availability is of the order of one million tonne. We have to see whether it would be better to set up a new refinery in Assam or to expand the Bongaigaon Refinery. We will consult the State Government also in this regard.

SHRI PARAG CHALIHA : What about the expansion of Assam Oil Company ?

SHRI CHANDRA SHEKHAR SINGH : I am coming to it.

SHRI BIPIN PAL DAS : The Accord signed by the Prime Minister says that there would be a new refinery in Assam.

(Interruptions)

PROF. MADHU DANDAVATE : The Prime Minister did not sign. It was Punjab Accord that he signed.

(Interruptions)

SHRI SOMNATH CHATTERJEE : That was before the elections.

SHRI CHANDRA SHEKHAR SINGH : The Accord said :

“That the Government of India had agreed, to establish a Refinery in Assam. The Government will render all possible assistance in terms of institutional and Bank finance to facilitate the establishment of a refinery in the private sector.”

But the techno-economic possibility of it has to be examined and we are looking it from this angle.

SHRI BIPIN PAL DAS : This is besides the expansion of Bongaigaon Refinery. Isn't it ?

SHRI CHANDRA SHEKHAR SINGH : This refinery cannot be set up

from thin air. It has to process through (Interruptions) For expansion and setting up of new refinery we want crude oil. It cannot be established in any..... (Interruptions)

17.00 hrs.

SHRI BIPIN PAL DAS : Crude is available.

SHRI CHANDRA SHEKHAR SINGH : I will discuss it with you. We are looking into it.

Sir, in addition it is also proposed to expand the Mathura refinery from 6 million tonnes to 7.5 million tonnes. Secondly processing facilities are also proposed for Gujarat refinery in addition to raising its capacity from 7.3 million tonnes to 9.5 million tonnes.

Sir, modernisation of Digboi refinery is also being taken up. The Indian Oil Corporation is preparing a feasibility report for modernisation of Digboi refinery. It is under preparation. A sum of Rs. 50 crores has been allocated in the Seventh Plan for modernisation of this refinery.

Several hon. Members raised the question about Karnal and Mangalore. As regards Karnal the refinery is coming up and the total investment would be Rs. 1500 crores. As regards Mangalore I would like to point out that there is a clear reference about Mangalore refinery in Chapter 3 of this Report and I quote :

“Government is exploring the possibility of two grass root refineries at Karnal and Kandalore in the joint sector.”

Many hon. Members from Karnataka have raised this point and urged upon me to take immediate action in this regard. I would like to inform them that as regards Mangalore we are going ahead with speed in setting up the Mangalore refinery. Although Karnal and Mangalore are not being processed together yet I hope that both Karnal and Mangalore will be coming up simultaneously and there will be no effort lacking on our part.

As regards Haldia the hon. Members raised the issue of shortfall in throughput of Haldia refinery. The refinery at Haldia is based on imported crude and its capacity is 2.5 million tonnes per annum. From the present indications it is likely that Haldia may process 2.78 million tonnes exceeding their intake capacity. It is quite likely that in some months this throughput may be more while in others it may be little less. The overall position is that there will not be any shortfall in throughput in 1986-87. In fact, they will be exceeding the designed throughput. I think I have covered every point.

SHRI PARAG CHALIHA : You have not spoken anything about the discriminatory recruitment policy.

17.05 hrs.

[SHRI VAKKOM PURUSHOTHAMAN  
in the chair]

SHRI R.P. DAS : What about expansion of Haldia Refinery ?

SHRI CHANDRA SHEKHAR SINGH : This has not been firmed up.

SHRI PARAG CHALIHA : What about the points raised by me ?

SHRI CHANDRA SHEKHAR SINGH : Regarding the employment, I want to make sure that the present policy to which you referred shall be implemented vigorously. We are all for recruitment of local people so far as Class III and Class IV employees are concerned ; only in the case of Class I and Class II technical staff, a general recruitment policy shall be followed.

SHRI SOMNATH CHATTERJEE : And intake through the employment exchanges.

SHRI CHANDRA SHEKHAR SINGH : Yes, it is there. The hon. Member, Shri Chaliha, referred to a particular instance and said that the intake of actual number of officers in Class I and Class II exceeded sanctioned strength, and that so far as Class III and Class IV posts

were concerned, it was below the sanctioned strength. The situation is not so as far as my information goes, but if you have any further information about it, kindly let me know and I will take note of it.

SHRI PARAG CHALIHA : I am absolutely sure of my statement.

SHRI CHANDRA SHEKHAR SINGH : I shall look into it....(*Interruptions*). I cannot say anything about the specific cases here.

DR. V. VENKATESH : What about the reservation policy ? It is not being implemented.

SHRI CHANDRA SHEKHAR SINGH : I will come to that I would now take up the marketing side of the activities. Marketing of the products is done by the four companies, HPCL, BPCL, IOC and IBP. So far as retail outlets for petrol, diesel, LPG, and wholesale for kerosene are concerned, the Oil Selection Boards were constituted in 1983 and they have been selecting the candidates. So far as the figures reveal, the OSBs have been clearing the pending cases much faster than the oil companies, when they were incharge. But the most important question that has been raised by so many hon. Members is about LPG coverage in the 7th Plan period and I would like to explain the situation to the hon. Members in this regard.

There are three stage synchronisations which have to take place ; the LPG availability, the bottling capacity and the cylinder manufacturing capacity. LPG availability on 1.4.1988 shall be 1.8 million metric tonnes, and on 1.4.1990, it would 2.38 million metric tonnes. The bottling capacity after completion of Phase 3 would be 1.60 million metric tonnes, which actually means that by the end of the year 1987-88, the LPG availability and bottling capacity would be almost evenly matched and there would be no difficulty about it. But so far as the 7th Plan period is concerned, if we do not augment our bottling capacity, we would be faced with difficulties and a gap would remain to be covered through increase in bottling capacity. We are looking into it and we are trying to devise



[Shri Chandra Shekhar Singh]

ways and means to overcome the resource constraint and how this can be done. I would like to assure the House that we would find a way to do it. We will not let this limitation, restriction of bottling capacity to operate upon us in any absolute manner and cut down our coverage of LPG.

**SHRI SOMNATH CHATTERJEE :** In Durgapur, a bottling plant has come in the private sector and they are waiting for the work to be given to them.

**SHRI CHANDRA SHEKHAR SINGH :** It was pointed out and we shall certainly see.

As already explained to the House, the customer population which was below one crore at the end of the Sixth Plan period is going to go up to two crores by the end of the Seventh Plan period. Thereby, we are going to cover a wider area. One hon. member from West Bengal rightly raised this issue that LPG availability is not of the same order in Calcutta and such other areas, as it is in Bombay, Maharashtra and Gujarat regions.

**SHRI R. P. DAS :** It is not available in the district town also.

**SHRI CHANDRA SHEKHAR SINGH :** I would like to tell the hon. member Shri Das that I shall examine the present situation and take corrective action and try to restore a certain balance between the requirements of the different areas, different zones and important cities of the country.

We shall also certainly be liberal so far as North Eastern Region is concerned and we shall try to see that a wider coverage is made in the North Eastern Region.

**SHRI PARAG CHALIHA :** What about a gasline in the Eastern Region ?

*(Interruptions)*

**SHRI CHANDRA SHEKHAR SINGH :** If it were not for the constraint

of time, I would like to satisfy each and every member by referring to those specific points raised by him. But I have already referred to that question and I told that flaring up of gas will continue for some time to some extent in Assam. We cannot eliminate it because of the associated gas. But I have made it clear to the Chief Minister of Assam that we shall make gas available to Assam for every developmental activity and I urged upon him that he should take steps to develop the utilisation potential in that area and try to develop industries in that area. No effort at my end would be lacking so far as Assam is concerned.

Shri Ram Ratan Ram referred to the necessity of a bottling plant in Ranchi and Jamshedpur. I would like to inform him that a bottling plant of 25,000 MTPA is included in Phase-3 project of Jamshedpur and it will be completed before March 1988.

Hon. members have stated that hotplates are being compulsorily sold by dealers. There is absolutely no compulsion and in fact we have issued instructions that in no case should they compel the users to purchase the hotplates. We are trying to see that it is fully enforced. If there is any complaint, we shall take stringent action against them. But completely delinking them is not desirable, because people want to have the hotplates there. We shall certainly see to it that no compulsion is exercised upon the users by the agents and dealers.

**SHRI VIR SEN :** Can you also arrange for a price control of these ovens ?

**SHRI CHANDRA SHEKHAR SINGH :** It is a competitive thing and we have to go into greater details so far as price mechanism is concerned.

A large number of hon. members have urged upon me that LPG coverage should be extended to sub-divisional towns and petrol and diesel outlets to *anchal* towns also. I shall look into it. But something else has also to be taken into consideration. The person, to whom we allot this business, should be able to get a reasonable profit out of it. It should be a viable

activity for him. Otherwise, he will resort to certain unfair practices.

Within this constraint, I will try to enlarge a programme as best as possible and cover as much areas as possible. Some hon. Members have asked for LSHS supply to the power projects in Karnataka. I would like to refer to them. The Chief Minister met me a few days back and I explained to him the position. At present, we have very marginal surplus of LSHS which will be completely eliminated within 2-3 months. But, if we import LSHS only for Karnataka, we shall have to import every year LSHS worth Rs. 80 crores. And there are similar requests from a good number of States. If we accede to the request of all the State Governments, the total outgo of foreign exchange for import of LSHS would come to Rs. 1040 crores. So, you can well realise that it is a very difficult proposition for us to accept. But I told him that if he were to make out a case—limited case for Karnataka—for some particular activity, we shall certainly look into it and try to help the State. Some Hon. Members from Rajasthan referred to the necessity of Kerosene oil or LPG coverage in the desert areas. Recently, on a directive from the Prime Minister, after his tour of the tribal areas of Rajasthan, this Ministry is undertaking a study about the scope of expanding LPG facilities in desert areas of Rajasthan to counter the felling of firewood. The Committee set up for the purpose has given an interim report where the following suggestions have been made. They have been accepted by the Ministry and communicated to the oil industry to implement in the ten identified towns of Rajasthan as an experimental measure. And these towns are :

1. Kota
2. Mount Abu
3. Pali
4. Sawai Madhopur
5. Udaipur
6. Dungarpur
7. Bundi

8. Jhalawar

9. Sirohi

10. Rawat Ghat

SHRI SOMNATH CHATTERJEE :  
You are teasing Shri Mool Chand Daga.

SHRI ANANTA PRASAD SETHI :  
What about Orissa ?

*(Interruptions)*

SHRI CHANDRA SHEKHAR SINGH : Other towns would be considered later. In the first slot, these ten towns are going to be covered.

SHRI ANANTA PRASAD SETHI :  
The Prime Minister also visited Orissa.

*(Interruptions)*

SHRI CHANDRA SHEKHAR SINGH : In desert areas, the plantations.....

*(Interruptions)*

SHRI ANANTA PRASAD SETHI :  
More tribal areas are there in Orissa. There are so many districts in Orissa—

*(Interruptions)*

SHRI CHANDRA SHEKHAR SINGH : Plantations are dire necessity for the desert area. That is why, we are giving higher priority to Rajasthan.

MR. CHAIRMAN : Please hear the Minister. Please take your seat. You cannot make such interruptions.

SHRI SONTOSH MOHAN DEV :  
First time in his life Dagaji has thanked the Minister.

*(Interruptions)*

MR. CHAIRMAN : Order, order.

SHRI CHANDRA SHEKHAR SINGH : Sir, Mr. Ramoowalia is not here, but he referred to the inadequacies in the supply of diesel during harvesting of rabi

[Shri Chandra Shekhar Singh]

crop and sowing of kharif crop, to Punjab and opening of HSD dump at Sangrur. We have examined this question, compared to the availability of diesel last year, this year, there has been a 12 per cent increase. But I shall try to see that if there is any difficulty, so that the farmers of Punjab, particularly of that area, don't experience any trouble so far as diesel availability is concerned. We shall also consider opening of storage depot of petroleum products at Sangrur and we shall examine this suggestion and take necessary action.

I would now like to round up my reply with the presentation of our economic activity : how far it is profitable, and how far it has contributed to the Central exchequer. During the current year, the contribution of this sector to the Central exchequer is of the order of Rs. 5400 crores, covering royalties, cess, corporate tax, dividends, Customs, Central Excise and other taxes. In addition, the annual plan for the year 1986-87 of petroleum and natural gas sector has been fixed at Rs. 3300 crores, out of which Rs. 2766.88 crores have been earmarked for exploration and production, and the rest for refining and marketing, petro-chemicals and engineering units. Out of this, budgetary support is only to the extent of Rs. 337 crores, and the remainder is from internal resources, OIDB assistance, public deposits, commercial borrowings and suppliers' credit.

Some hon. Members have suggested that we may try to raise resources through the issue of Public Bonds. We have been permitted so far as two Corporations are concerned ; and for the others, they are under the consideration of the Finance Ministry.

There are a total of 15 public sector undertakings under the control of this Ministry, apart from three institutions, viz. OI, Oil Coordination Committee, and Petroleum Conservation Research Association. It is expected that all of these would make profits, except for the Cochin Refinery, the loss in which is due to some specific reasons which we are looking into, and trying to remove.

The plan for rehabilitation of Beeco Lawrie is also being drawn up to convert it into a profit-making unit. So, out of the 15 public sector undertakings, some 12 undertakings are making profit, and the rest shall also be brought to that level in a year or so. This is how the public sector undertakings are performing. (*Interruptions*)

DR. A. KALANIDHI (Madras Central) rose.

MR. CHAIRMAN : Dr. Kalanidhi, this is not the time for asking questions.

SHRI CHANDRA SHEKHAR SINGH : He is not attentive. I have replied to his point.

During the year 1984-85, the total profits for the petroleum sector were estimated to be about Rs. 2125 crores, and the actual achievement is Rs. 2104 crores, which is more or less on target.

I would like to take the hon. House into confidence and tell them that inspite of our financial and economic performance of this order, we are laying great emphasis on cost reduction methods, introduction of new strategies and new systems, so that our performance further improves, and we are able to say that with the present accent by the Prime Minister on cost reduction, we are also able to come up to his expectations.

Hon. Members have also raised the question about productivity efficiency. I would like to tell them that we lay great stress on this aspect of our work ; and in fact, every organization has been asked to prepare a productivity programme, so that the efficiency level of the entire sector is raised to a higher plane.

I would like to tell the hon. House that this Government is pursuing the socialist economic policies of the past Governments of Jawaharlal Nehru and Indira Gandhi ; and the only plus factor is that Rajiv Gandhi has been able to introduce one important factor, viz. that of efficiency to the present concept. This emphasis has been evident not only in our country. You will realize that even in the socialist countries like China and

Russia, their leaders are all out for introducing more efficient use of their resources. We are bringing about discipline in our activities, thereby taking the country forward.

Mr. Rajiv Gandhi, when he says that we shall take the country to the 21st century, he actually means that we have to attain higher standard ; we have to attain efficient level of use of resources ; we have to attain greater productivity ; we have to create more jobs ; we have to create a better world for all the people of this country as we reach the 21st century.

*(Interruptions)*

MR. CHAIRMAN : Order, order.

SHRI S. JAIPAL REDDY : The Minister is on an oily ground.

SHRI CHANDRA SHEKHAR SINGH : I would like to assure him that if he marches with us, he will never slip ; he will be on a firm ground and he will march ahead ; and this is the emphasis ; and members must understand only yesterday the Prime Minister explained how introduction of high technology, better and efficient use of resources is going to create more jobs and more economic activities and this concept we are trying to implement fully in the petroleum sector. I again thank hon. members for their correct and good appreciation

of the problems and I hope that the demand of this Ministry will receive their full support.

MR. CHAIRMAN : I shall now put all the cut motions moved to the Demand for Grant relating to the Ministry of Petroleum and Natural Gas to vote together, unless any hon. member desires that any of his cut motions may be put separately.

*All the cut motions were put and negatived.*

MR. CHAIRMAN : I shall now put the Demand for Grant relating to the Ministry of Petroleum and Natural Gas to vote : The question is :

“That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending 31st day of March, 1987 in respect of the heads of Demands entered in the second column thereof against Demand No. 76 relating to the Ministry of Petroleum and Natural Gas.”

*The motion was adopted*

**Demand for grant (General) 1986-87 in respect of Ministry of Petroleum and Natural Gas voted by Lok Sabha.**

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 13th March, 1986		Amount of Demand for grant voted by the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2	3		4	
<b>MINISTRY OF PETROLEUM AND NATURAL GAS</b>					
76.	Ministry of Petroleum and Natural Gas.....	21,38,000	1,26,30,79,000	1,06,40,00	21,32,29,40,00

## HALF-AN-HOUR-DISCUSSION

[English]

### Power Requirement of Rajasthan

MR. CHAIRMAN : The House shall now take up half-an-hour discussion.

[Translation]

SHRI MOOL CHAND DAGA (Pali) : Mr. Chairman, Sir, after postponement of the Half-an-Hour Discussion for two or three times, I got the opportunity when you are the Chairman. I am very fortunate that Shri Sathe, who is a very competent and devoted Minister and a farsighted person, would reply to it. I am, therefore, fully confident that you would be able to resolve the serious crisis in Rajasthan.

Sir, my friend, Shri Virdhi Chander Jain, who is a devoted and talented person, had asked this question on the 4th March, 1986. Sir, this is a very important question. Rajasthan is in the grip of drought for the last four years. There have been no rains in Rajasthan for the last four years. Electricity is supplied to the State from distant areas. 74.5 paise are spent per unit from generation of power to its supply to the consumers. This entire expenditure is incurred by our State. We have to spend a sum of Rs. 69 crores as subsidy to the farmers. I am drawing your attention to Rajasthan because in your reply to the question, it has been stated that during the year 1984-85, 5903 million of units of power was made available as against the requirement of 6570 million units in Rajasthan. In this way, I think there was a shortage of 667 million units in power supply.

80 per cent of Industries in Rajasthan are not getting power. The water level in the wells has gone down to a depth of 200 feet. Power is not available in Rajasthan to draw water from the wells. Farmers are not supplied power even for as many as 4 hours or 5 hours continuously. You have admitted in your reply that you would not be able to supply power to Rajasthan. This is what you have stated in your reply.

I am happy that Shri Natwar Singhji,

who represents Rajasthan, is sitting here. Would he be kind enough to find out the real position and ask a powerful Minister like Shri Sathe as to when Rajasthan would be supplied 2271 million units in 1985-86 ? When will Rajasthan be supplied 3119 million units in 1986-87, 4900 million units in 1987-88, 4678 million units in 1988-89 and 5234 million units in 1989-90 ?

You have stated that this scarcity would continue and every year there would be short supply of power. I do not wish to compare the supply of power to other States, but what is the reason that Rajasthan is supplied less power and Uttar Pradesh, which has sent very important Members here.....

AN HON. MEMBER : U.P. is itself in difficulty and it has been supplied minimum power.

SHRI MOOL CHAND DAGA : It could be judged from your physique.

Rajasthan has been supplied power from Singrauli. In 1983-84, Rajasthan was supplied 412.3 MW of power, whereas U.P. was supplied 1719.3 MW of power.

SHRI HARISH RAWAT (Almora) : You must take into account the population of U.P.

(Interruptions)

SHRI MOOL CHAND DAGA : Rajasthan was supplied 500.2 million units of power in 1984-85, whereas Uttar Pradesh was supplied 3305 million units.

(Interruptions)

During the year 1985-86, Rajasthan was supplied 556.5 million units of power, whereas U.P. was supplied 2840.6 million units. This means that there has been 80 per cent of power cut. Even for the plans, Rajasthan has been provided very meagre funds.

Mr. Chairman, Sir, if justice is not done to us, we would definitely highlight it. Rajasthan is facing a number of difficulties due to non-availability of power.

The point is that Rajasthan must be provided funds according to its requirements. Even in the Five Year Plan, we have been provided very meagre funds for power sector.

I know that the hon. Minister is a great man. He has very liberal attitude. He would certainly do justice with Rajasthan. Under the Plan, an allocation of Rs. 874.20 crores was made to Rajasthan, whereas allocation for U.P. was of the order of Rs. 3395 crores.

*(Interruptions)*

What I mean to say is that Rajasthan has been neglected in every respect. I would like to submit that there was total failure of rains in Rajasthan during the last four years. The people in Rajasthan are pining for a drop of water and water level in the wells has gone down to depth of 200 ft. Industries are being closed down, people are being rendered jobless and they are facing near starvation. By this you might have come to know the condition of Rajasthan. I am confident that Sathe Saheb would make available the power from Singrauli. I would like to know as to what is the basis for distribution of power from the Central Sector? You made no effort to find out the quantum of power being distributed to each State. You have been discriminating between the various States in the distribution of power. I hope you will do justice to all.

Secondly, the agreement which has been signed is not being implemented. Our State is supplied power from Satpura. We would be supplied 1.25 million units of power from Satpura. That share of power is not being supplied to us and Mr. Singh has just taken over.

*[English]*

Mr. Shiv Charan Mathur has reminded Mr. Singh that Rajasthan was not being given power supply of his share on a regular basis.

*[Translation]*

There have been many Chief Ministers

in Madhya Pradesh. They admit, but do not supply power. They have constructed dams in the catchment areas. The water from Chambal would not flow into Jawahar Sagar and Rama Pratap Sagar in our area and our water reservoirs would remain dry and hydel power which was generated earlier would not be generated now. The agreement which is entered into with various States in different sectors is not implemented and the agreed share of power is not supplied. What should be done in such circumstances? There is the Bhakhra Beas Management Board in Punjab which is adopting a very adamant attitude. I do not know how this Board could be made to adhere to the provisions of the agreement in the matter of distribution of power? They do not supply us power. Now Uttar Pradesh would come to our rescue. Justice demands that power should be distributed honestly. This country belongs to all of us. We should get our share of power. We should be given funds. They want the State of Rajasthan to remain a desert area only. But this is not the policy of the Government of India. Shri Rajiv Gandhi wants upliftment of the downtrodden and the depressed and the affluent should be made to make a little sacrifice. These imbalances should be done away with. It should not be that we should be crushed. He says in his own style :

*[English]*

I do not want to read in detail. He says that 120 MW should be given to Rajasthan but the remaining ten lakh units will not be given.

*[Translation]*

They themselves admit ; when Shri Arjun Singh was the Chief Minister, he expressed his inability to supply power. Now who would get it supplied ?

Secondly, I would like to know how the Central Government would ensure the supply of power to us from those States with whom we have entered into agreement under the aegis of the Central Government? What shall we do? Power must be supplied to Rajasthan. If power is supplied to Rajasthan and there are good

[Shri Mool Chand Daga]

rains, we are prepared to supply water-melon, quality Bajra, pedigree cattle, good quality milk and ghee to other states. But our requirement of power should be met. Even funds are not being provided to us. We have been demanding and we have requested many a times, but we have neither been provided power nor funds.

What do I want now ? How much power would be supplied to us ? You have been very kind.

210 MW from 3 Units of Kota Extension, 6 from Ramgarh gas turbine, 6 from Mangalore, 4 from Suratgarh, 2 from Anoopgarh, 9 from Jagasar, 2 from Pungal. What do I want ? I would like to ask the hon. Minister if priority would be given to the Thermal Unit in Kota in the Second phase, for which a sum of Rs. 200 crores is required so that power could be made available from the Atomic Power Plant at the earliest ? Today Sathe Saheb would not refuse. The Centre should entrust the entire Power Sector to one Minister only. Our Patil Saheb is also sitting. I would like to thank him...*(Interruptions)*.

[English]

MR. CHAIRMAN : Mr. Daga, this is half-an-hour discussion. You have taken more than fifteen minutes, leave the other fifteen minutes for the Minister to reply.

[Translation]

SHRI MOOL CHAND DAGA : It is your kindness to me. I would finish within half-an-hour.

[English]

MR. CHAIRMAN : If you do not require the reply, you continue.

SHRI MOOL CHAND DAGA : He will give a detailed reply. He is a master.

MR. CHAIRMAN : Then leave time for him also to answer.

[Translation]

SHRI MOOL CHAND DAGA : I want that the proposed Third Power Plant may kindly be set up this very year. It should be set up on priority basis. The gas based plant proposed to be set up in Sawai Madhopur may also be set up this very year. You should spend our entire funds this very year, otherwise you would not be able to stop the large scale migration of people out of Rajasthan and the closure of industries in the State. I would like that Sathe Saheb, Natwar Singhji and Patil Saheb also should visit Rajasthan and see for themselves the condition prevailing there ? *(Interruptions)*. All right. It would be better if Alvaji also accompanies them, because a women's heart is full of compassion. You should visit the State and see for yourself the treatment being meted out to Rajasthan. Rajasthan has also been provided less funds under the Plan. In the distribution also, Rajasthan has got less share. I hope that the hon. Minister would reply to all the five questions which I have asked and he would make an arrangement under which the requirement of power would be met in the coming years.

[English]

THE MINISTER OF ENERGY (SHRI VASANT SATHE) : Mr. Chairman, Sir, Mr. Daga has raised many important points relating to the problems of Rajasthan. As far as Rajasthan is concerned, it is true that Rajasthan will face shortage of about 2,000 million units by the end of the 7th Five year plan. Today it is having a shortage of about 667 million units. Now, the only way we can try to help Rajasthan is by expediting some of the projects. At the outset I may like to tell him that his suggestion is that Kotah project, 4th unit, which is included in the 8th Five year plan should be brought forward to the 7th Five year plan ; and I can assure him that as far as the Government of India is concerned, we are willing to do our best to bring it forward in the 7th Five-year plan itself. That will reduce the burden and provide about 210 MW of installed capacity for Rajasthan which will give approximately about 1,000 million units of power per annum. Similarly, if the projects that



we have in mind for the gas-based stations in the Northern region (that is, at Anta for 430 MW and Auriya project in UP for 600 MW is concerned) this will also enable Rajasthan to get from the Northern region a share of about 1,000 million units of power per year. That means that this shortage of 2,000 million units will be made good by these two, bringing forward Kotah and providing a share from the gas-based stations from the Northern region. So, this is what we are planning. But the more important thing is to do something on our own also in Rajasthan. For example, the transmission losses in Rajasthan are the highest today in the country. The national average is 21%. Rajasthan is having 24%.

**SHRI MOOL CHAND DAGA :** This is because of the distances from Punjab and Madhya Pradesh from where power is coming.

**SHRI VASANT SATHE :** No ; I am talking of your distribution losses in Rajasthan. You know this very well. Sir, the hon. Member knows fully well that this term 'transmission loss' is, in fact, a cover for nothing but theft. So, transmission losses are in fact thefts basically. Technical losses may be about 10 per cent. So, if you can reduce them even to 15 per cent from 24 per cent, you will be making available about 1300 million units.

**SHRI RAJ KUMAR RAI :** Do you want an assurance from Mr. Daga ?

**SHRI VASANT SATHE :** I will be happy if he can do that, if he can persuade the State Government. And he himself is a very important Member who can persuade the Rajasthan Distribution System. It will make available about 800 million units worth of power. Some planning of internal distribution also is to be done.

Another way we can help is in terms of giving power from Central sectors like Singrauli etc. I do not think Shri Daga was sure in his remarks about U.P.'s share and Rajasthan's share. There are well laid down principles of sharing based on population, based on use, and those principles have not been violated. From the

Central sector wherever the plant is located how much is to be given to what State is laid down. Instead of comparing as to how much U.P. is getting, the best thing would be to compare as to whether Rajasthan is getting its share or not, agreed share. The States are also a party to this agreement. If the grievance is that you must have a higher share as a ratio, it is a matter that can be discussed because others also will have to agree, the northern region, Punjab, Haryana, Rajasthan, Jammu and Kashmir, all will have to agree.

**SHRI MOOL CHAND DAGA :** What is the criterion of distribution ?

**SHRI VASANT SATHE :** I will tell you. I do not have the whole list of criteria, but as I said, there are certain well accepted norms like population and all these things. But what has happened to Rajasthan ? Rajasthan's share in Singrauli was 607.8 million units. Rajasthan got 638.9 million units. That means Rajasthan got additional units, nearly 225 million units. During the period from April 1985 to February 1986, the additional assistance amounted to 225 million units. How can you say that we were unfair or Rajasthan did not have a just share ? In fact it got more than what it was entitled to. Therefore, this allegation is not relevant.

**SHRI MOOL CHAND DAGA :** Look into that.

**SHRI VASANT SATHE :** This can be argued *ad infinitum*.

Let us now come to the question of whether there has been any cut in the rural power supply to the small scale industries. This is also one allegation. Now, the fact is that although the hon. Member, a seasoned, learned senior Member, Mr. Daga, has been saying that there has been 80 per cent cut for the consumers, the poor consumers, the fact of the matter is that majority of industries are small and medium. What is the position relating to that ? On medium industries which in fact account for the largest number in the State, there has been no

[Shri Vasant Sathe]

power cut in force in the State either in 1984-85 or in 1985-86.

In regard to agriculture supply also, in every State, we ensure 8 hours supply to farmers.

**SHRI MOOL CHAND DAGA :** I will not discuss it. Let it be verified by a committee whether the figures are correct.

**SHRI VASANT SATHE :** I am also quoting from the report of the Rajasthan Government. What basis do I have ?

**SHRI MOOL CHAND DAGA :** I request the hon. Minister to come along with me and visit Rajasthan. People will tell him what is the position,

**SHRI VASANT SATHE :** There are other Members also, here from Rajasthan.

**SHRI MOOL CHAND DAGA :** They do not want to take unnecessary confrontation.

**SHRI VASANT SATHE :** Let us go by the facts. The facts are 8-hour supply every day to rural area for agriculture has been assured and there is no power cut either for the small industries or for rural supply. This is the position in Rajasthan. Whereas in other States, things are even worse. The total shortage in Rajasthan in 1986 is 8.4% as against 10% in the rest of the country. So, the shortage is there. We would have been happy if Rajasthan got 100% fulfilment of the demand requirement. But when we are looking at facts, we must see that Rajasthan is not given a treatment, compared to other States, which is less favourable. Therefore, these are the facts of the situation.

But I will agree that in the 7th Plan, although there are a number of outgoing schemes totalling to 995 mega watt on the various stages of execution out of these schemes, 385 mega watt of new capacity is expected to be commissioned in the 7th Plan and the balance of 210 mega watt would be beyond the 7th Plan period. Out of 385 m.w. programme for the 7th

Plan, the various projects that are going to be taken up are Mahee Bajaj which is already one of the units for 50 m.w. and has already come into commission. Based on the availability of power, as I said earlier, we will try to give power from Singarauli, Rihand, Narora—I am talking of the Central projects—and Chamera. We are going to set up Gas Turbines Projects also. Then, there are Atomic Power Station (RAPP)  $2 \times 220$  mega watt and Singarauli  $5 \times 210$  mega watt. There also, Rajasthan will have its share. Thus, we will try to assure the maximum that we can. Over and above this there is what is known as unallocated share of 15%. It is the policy of the Government of India that from this unallocated share whichever State has the biggest need, we will try to give from that also. In Rajasthan, we will try to give as much as we can, although we have to be fair to other States also. Therefore, I cannot commit that I will give this much percent or that much percent. But we will try to give maximum possible to meet the requirements of Rajasthan, as far as Central share is concerned.

Now, it is true that the first unit of Atomic Power Station, after commissioned, would meet the requirement of 210 m.w.

I think the Science & Technology Department and the Atomic Commission are doing their best and I am doubtful whether....

**MR. CHAIRMAN :** Half-an-Hour is over. How many minutes more you want ?

**SHRI VASANT SATHE :** As you say, I am willing to sit down.

**MR. CHAIRMAN :** How many minutes you want ?

**SHRI VASANT SATHE :** I will take about five minutes more.

**SHRI VIRDHI CHANDER JAIN :** I will also join.

**SHRI VASANT SATHE :** It is for you to decide.

**MR. CHAIRMAN :** Yes. You continue. (*Interruptions*).

Mr. Jain alone can put a question, as per rules.

**SHRI MOOL CHAND DAGA :** Half-an-Hour means any time.

**SHRI VASANT SATHE :** Half-an-Hour means any time !

With these measures that are proposed, we believe that the position in Rajasthan would not be that dismal as was tried to be projected. As far as farmers in the rural areas are concerned. . .

**MR. CHAIRMAN :** Mr. Daga, you must hear the reply.

**SHRI VASANT SATHE :** As I said, there is no discrimination against the farmers in the State. Thus, we will try to do our best to bring in the projects that are on schedule in Rajasthan and try to do our best to provide power.

He talked about Madhya Pradesh. From external sources where power is coming, one of the sources is Madhya Pradesh. They have an agreement. But the grievance of Madhya Pradesh is that Rajasthan is not paying for the power that they are getting.

**SHRI VIRDHI CHANDER JAIN :** No, no, no.

**SHRI VASANT SATHE :** More than Rs. 40 crores are due. (*Interruptions*) I am conveying to you. I have written to your Chief Minister also. More than Rs. 40 crores worth of payment is due from Rajasthan. M.P. Electricity Board have reported that Rajasthan had to pay Rs. 34.5 crores to M.P. on 31.10.85 for power supply made by M.P. to Rajasthan. This is their contention. Please try to see. If you want more, M.P. can give you some more power. But if you want more power, you must pay for it. If Rajasthan, which is known to have the richest people in the country. . .

**SHRI VIRDHI CHANDER JAIN :** But the State is not rich.

**SHRI VASANT SATHE :** All over the world they are known ; it is the people

from Rajasthan who have lot of money. They are proud of them. If Rajasthan cannot pay, then which State can pay for the power ? Therefore, this also is a point which needs to be remembered. If you do this, you will be able to have the required power that Rajasthan would need and meet the requirement of the State.

With these words, I think the hon. Member will now be satisfied.

**MR. CHAIRMAN :** Mr. Jain, you can put a question.

**SHRI VIRDHI CHANDER JAIN :** I will speak.

**MR. CHAIRMAN :** No, no. You cannot speak. You can only put a question.

**SHRI VIRDHI CHANDER JAIN :** I know.

**MR. CHAIRMAN :** You cannot say like that, Mr. Jain.

[*Translation*]

**SHRI VIRDHI CHANDER JAIN** (Barmer) ; My first question is what progress has been made in the efforts to seek bilateral assistance for the Palana Lignite Plant ? What progress has been made with regard to the proposal to obtain credit from West Germany ? When would it be finalised ? Efforts are being made for the Palana Plant for the last 20 years. Will it be established during the Seventh Five Year Plan or not ? Secondly, it has been stated in reply to the question that a 3 Megawatt Project in Ramgarh would be taken up in the Seventh Five Year Plan.....

[*English*]

**MR. CHAIRMAN :** Mr. Jain, you know the rules. You should put a question. You conform to the rules.

**SHRI VIRDHI CHANDER JAIN :** First question and second question.

**MR. CHAIRMAN :** According to the rule you can put only one question.

**SHRI VIRDHI CHANDER JAIN :** I am the only member and this is a most important subject. I am putting relevant questions.

[Translation]

There is a proposal to set up a gas based Plant in Ramgarh, but it has not yet been decided at what rate gas would be supplied to the Plant. Unless gas is made available at concessional rate, this plant cannot be established. What efforts are you making in this regard? My third question is.....

[English]

**MR. CHAIRMAN :** Yes, no more questions. The Minister may please reply to the questions. Nothing more will go on record. You have put a number of questions instead of one.

**SHRI VIRDHI CHANDER JAIN :** I will only put questions which are very, very important.

**MR. CHAIRMAN :** No, you cannot ask. You can ask only one question. That is the practice.

**SHRI VIRDHI CHANDER JAIN :** 3 to 4 question are allowed and I am the only member. I will put relevant questions.

**MR. CHAIRMAN :** You cannot put questions one after another. He says that he knows the rule. Then let him conform to the rule. You can put only one question.

**SHRI VASANT SAHTE :** Let him put the questions.

**MR. CHAIRMAN :** The Minister cannot decide like that.

[Translation]

**SHRI VIRDHI CHANDER JAIN :** C part of my question is that details have

been given about the first Unit and the second Unit of the new Atomic Power Plant proposed to be set up. If work on war footing is undertaken on that Atomic Power Plant and if it is completed in the Seventh Five Year Plan, the power-crisis of Rajasthan could be solved to a great extent. What is your attitude towards this? It is correct that you have been providing us our share from Singrauli. I have no complaint about that, but when Rajasthan is facing a crisis and when both the Atomic Power Plants are not working, I would like to know if you are prepared to compensate us from the Central reserve?

[English]

**SHRI VASANT SATHE :** As far as Palana is concerned, we are ourselves very anxious. We have cleared it from our side. It is a State project and it is in the State sector. It has not been included in the Seventh Plan. So there is no provision, unless Rajasthan itself makes a provision whether through bilateral assistance or assistance from Germany or any other country. As far as we are concerned, we will have no objection to its being included in the Seventh Plan and we will support it fully because if this lignite-based project comes up it will help Rajasthan.

Ramgarh gas plant—the question is of a small unit of 3 MW. But again its economics also will depend on the price of gas. This is with the Petroleum Ministry and Petroleum Ministry has to decide economic price for the gas. Only then this Ramgarh 3 MW unit will become viable.

As far as atomic energy project is concerned, it is for the Department of Atomic Energy to decide where they will have a new unit, what is their provision and whether they can have in Rajasthan a new unit. I am told that they are planning two units and I understand they will come in the Seventh Five Year Plan. At the same place two new units are being planned and that will ease the situation of Rajasthan substantially.

[Translation]

SHRI MOOL CHAND DAGA : Please get it verified whether they get power for eight hours and there is no power-cut....

(Interruptions)

SHRI VASANT SATHE : Please ask your State Government.

(Interruptions)

[English]

MR. CHAIRMAN : The House stands adjourned to meet again at Eleven of the Clock on Friday, March 21, 1986.

18.10 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Friday,  
March 21, 1986/Phalguna 30,  
1907 (Saka).*

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