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Tuesday, May 2, 1956

Vaisakhi 12, 1917 (Sakhu)

LOK SABHA DEBATES

(English Version)

Thirteenth Session
(Tenth Lok Sabha)



(Vol. XXXIX contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

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**Corrigenda to Lok Sabha Debates
(English Version)**

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Tuesday, May 2, 1995/Vaisakha 12, 1917

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LOK SABHA DEBATES

LOK SABHA

Tuesday, May 2, 1995/ Vaisakha 12, 1917 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[MR SPEAKER in the Chair]

WELCOME TO PARLIAMENTARY DELEGATION FROM SEYCHELLES

[English]

MR SPEAKER Honourable Members, at the outset, I have to make an announcement

On my own behalf and on behalf of the Hon Members of the House, I have great pleasure in welcoming Hon Mr Shelton Macmillan Jolicoeur, Deputy Speaker of the National Assembly of Seychelles and the Hon members of the Parliamentary Delegation from Seychelles who are on a visit to India as our honoured guests

The other Hon Members of the Delegation are -

- 1 Mr Daniel Belle
- 2 Mr Charles de Commarmond
- 3 Ms Ginette Gamatis
- 4 Rev Wavel Remkalawan
- 5 Mr. Michael Rene

The Delegation arrived Delhi on 30 April, 1995 evening. Of course, we have seen that they are now seated in the Special Box. We wish them a happy and fruitful stay in our country. Through them we convey our greetings and best wishes to His Excellency the President, the National Assembly, the Government and the friendly people of the Republic of Seychelles.

ORAL ANSWERS TO QUESTIONS

11.03 hrs.

[English]

National Monuments

+
381 SHRI PRABHU DAYAL KATHERIA :
SHRI DATTATRAYA BANDARU :

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

(a) the number of monuments/sites/temples declared as National Monuments so far by the Archaeological Survey of India in each State;

(b) the amount of funds utilized for maintenance and repair of these National Monuments during 1994-95 in each State and the amount allocated for the purpose during the current year;

(c) the number of monuments which are under consideration for declaration as National Monuments

(d) whether excavation has been carried out at these places; and

(a) If so, the details of valuable archaeological finds in each State, particularly in tribal areas?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (a). A Statement is laid on the Table of the House.

STATEMENT

(a) State-wise number of monuments/sites/temples declared as national importance is appended at Annexure-I

(b) Details of funds utilized for maintenance and conservation during 1994-95 and the allocation for the current year is appended at Annexure-II.

(c) Eighty nine monuments, sites and archeological remains are under consideration for declaration as of national importance.

(d) Excavations have been carried only at a few such places.

(e) Details of valuable archaeological finds from such sites where excavations have been undertaken are appended at Annexure-III.

Annexure-I

State-wise Number of Monuments/Sites/Temples Declared as National Monuments

State/Union Territories	Number of Monuments Sites/Temples		
		1	2
Andhra Pradesh		134	
Assam		49	
Arunachal Pradesh		5	
Bihar		77	
Delhi		166	
Daman and Diu (U.T.)		10	
Goa		25	
Gujarat		199	
Harayana		88	
Himachal Pradesh		35	
Jammu and Kaahmir		63	
Karnataka		503	
Kerala		28	
Madhya Pradesh		325	
Maharaashtra		284	

1	2
Manipur	1
Meghalaya	6
Nagaland	4
Orissa	69
Pondicherry (U.T.)	8
Punjab	24
Rajasthan	151
Sikkim	3
Tamil Nadu	403
Tripura	5
Uttar Pradesh	783
West Bengal	113

Annexure-II

State-wise Expenditure Incurred Towards Maintenance and Conservation of the Monuments Declared to be of National Importance

1994-95

Name of the State	Funds utilised
1	2
Andhra Pradesh	Rs 38,91,351 00
Assam	Rs. 04,66,633 00
Arunachal Pradesh	Rs 02,80,507 00

1	2
Bihar	Rs 28,88,997 00
Delhi	Rs. 1,76,61,869 00
Daman and Diu (U.T.)	Rs. 08,62,014 00
Goa	Rs 17,73,634 00
Gujarat	Rs 55,02,349 00
Harayana	Rs 46,87,939 00
Himachal Pradesh	Rs 33,00 141 00
Jammu and Kashmir	Rs 43,29,269 00
Karnataka	Rs 70,00,099 00
Kerala	Rs 15,31,524 00
Madhya Pradesh	Rs 82,59,157 00
Maharashtra	Rs 30,28,379 00
Meghalaya	Rs 26,000 00
Orissa	Rs 51,66,347 00
Pondicherry	Rs 02,60,989 00
Punjab	Rs 19,90,321 00
Rajasthan	Rs 53,50,817 00
Sikkim	Rs 01,59 987 00
Tamil Nadu	Rs 56,19,570 00
Tripura	Rs 02,39 829 00
Uttar Pradesh	Rs 1,56,54 891 00
West Bengal	Rs 48,88,267 00

1995-96

An amount of Rs 1430 28 lakhs has been allocated for the purpose during the current financial year

Annexure-III

Details of Valuable Archaeological Finds from the Excavated Sites Under Consideration for Protection

1	2	3
1. Andhra Pradesh		Nil No site under consideration for declaration as national monument has been excavated
2. Assam		-do-
3. Arunachal Pradesh		-do-
4. Bihar		-do-
5. Delhi		-do-
6. Daman and Diu (UT)		-do-
7. Goa		-do-
8. Gujarat		Two sites are under consideration for declaration as national monuments which have been excavated. (i) LOTHAL, DISTRICT AHMEDABAD, GUJARAT. Lothal an Indus valley site on the Bhogavo has revealed two periods. 'A' and 'B', with the first period further sub-divided into four phases. The excavations have revealed a fortified settlement with houses built on high mud-brick platform. The settlement had a bead factory.

1 2

3

ware-house and other structures of trade value. The most important discovery from the site is a dock-yard with a provision of a wharf. The dock-yard showing sluice-gates and a spill-way was connected to the sea with a long navigable channel. Discovery of a joint burial was another important discovery.

Besides the characteristic Indus ceramics and local wares, the outstanding finds included a terracotta model of an Egyptian mummy, a circular Bahrain type seal, terracotta model boat, bun shaped copper ingot, gold ornaments etc.

(II) DHOLAVIRA, DISTRICT KUTCH, GUJARAT

Dholavira, a large Indus valley site has revealed through its excavations, rectilinear town planning with trip artite divisions secured from all sides by a stone-vaneered defence wall. The highest and most strongly fortified division was a citadel located towards south-east direction within the settlement; the other divisions were the 'middle town' and 'lower town'. Each division had its own gateway, provided with the flanking square bastions. Generally, the arterial streets followed the cardinal direction, meeting each other at right angles, lined on either side with series of house blocks. Much of the area inside the fortified town was left open for making the habitation airy and spacious.

Most elaborate of all the gates was north gate complex which had a passage way with a chamber on the east and west. It was from the floor of the west chamber that a unique Harappan inscription of 10 large Indus signs, made of small stone pieces was discovered. Towards north, the gate had a large terrace which was joined from the east by a processional path and which, on its north, an open space maintained meticulously as a ceremonial ground. The north gate as well as the east gate has shown its passageway chambers provided with exquisite, polished architectural members. A large storm-water drainage system provided with manholes in the citadel was yet another outstanding feature of Dholavira. Smaller bunds across the Manhar and the Mansar vallah on east and west of the settlement were raised to harness and channelise the water.

On the south-west lies the Harappan cemetery. From one grave was reported a clay bench associated with grave furniture but without evidence of any skeleton. The grave rectangular on plan was excavated into the natural soil, lined and covered with stone slabs. The whole construction was secured by a cairn of rubble. There are other burial mounds as well which in terms of conception, might prove the forerunners of later day sculptural mounds developed as stupa.

Important discoveries from the excavations included a wide range of ceramics such as 'S' shaped jars, dish-on-stand and other characteristic Harappan pot forms in red ware, perforated jar, reserve slipped ware, poly tonned and poly chrome ware, Jhukar and black and red wares, steatite seals and sealings, terracotta mother goddess figurines, semiprecious stone and steatite beads, copper knife, spear heads etc.

9. Haryana	:	Nil. No site under consideration for declaration as national monument has been excavated.
10. Himachal Pradesh	:	-do-
11. Jammu and Kashmir	:	-do-
12. Karnataka	:	-do-
13. Kerala	:	-do-

1 2

3

14. **Madhya Pradesh** : There are two ancient sites under consideration for protection which have been excavated.
 (i) **ANCIENT MOUND, KHAJURAHO, DISTRICT CHATTARPUR, MADHYA PRADESH**
 Besides remains of a brick temple, a Varmana figure, a door jamb, decorated pillars, a female figure with folded hands, Mahishasura mardani figure in relief and other miscellaneous antiquities were discovered.
 (ii) **NANDER, DISTRICT SEHORE, MADHYA PRADESH**
 Bells and ear rings of copper, terracotta beads and discs, iron sickles and arrowheads and shell bangles were the important finds of the excavations.

15. **Maharashtra** : Nil. No site under consideration for declaration as national monument has been excavated.

16. **Manipur** : -do-

17. **Meghalaya** : -do-

18. **Nagaland** : -do-

19. **Orissa** : -do-

20. **Pondicherry** : -do-

21. **Punjab** : Only one site which has been excavated is under consideration for protection as national monument.
 (i) **SANGHOL, DISTRICT LUDHIANA PUNJAB**
 Sanghol was occupied by the Harappans around 2000 B.C. followed by the painted ware using people in the first half of the first millennium B.C. The next habitation at the site was that of the Black Slipped Ware using people who occupied the site between Circa 700 B.C. - 200 B.C. During the period of Indo-Parthian King Gondopharness in the first century AD. Sanghol was probably an important outpost of the Kingdom. In the Kushan period (1st and 3rd century AD) the township was enlarged enormously and made a great centre of trade and traffic as well as religion and art. A large citadel with internal and external moats was constructed to protect the interests of the people from outside attack as well as to provide status and dignity to the settlement.
 A variety of points, seals and sealings of the Kushan rulers bearing inscriptions in Kharoshthi and Brahmi scripts were discovered at the site in large numbers.
 During excavations at the stupa complex, 117 stone sculptures of Kushan period stocked in a pit were discovered. The most important excavated remains of Kushan period at Sanghol was the cylindrical stupa, 16 mt. in diameter, built over a raised platform. The architectural plan of the stupa is like the Dhramchakra or spoked wheel. A monastic complex was also exposed during excavations.

22. **Rajasthan** : Nil. No site under consideration for declaration as national monument has been excavated

23. **Sikkim** : -do-

24. **Tamil Nadu** : -do-

25. **Tripura** : -do-

26. **Uttar Pradesh** : -do-

27. **West Bengal** : -do-

[Translation]

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, the Hon. Minister has stated in reply to part (a) of the question that a total of 783 monuments and temples of Uttar Pradesh have been declared national monuments. Sir, I would like to know from the Hon. Minister, through you, the number of monuments, temples, sites separately out of this and where are these located in Uttar Pradesh?

[English]

MR. SPEAKER : You can send a written reply to him

[Translation]

It is difficult to remember all these things. She would send you in writing.

KUMARI SELJA : The total number is 783, we will send you in writing in this regard

SHRI PRABHU DAYAL KATHERIA : All right, she may give it in writing. Sir, what amount has been provided for the maintenance of monuments of Agra and Firozabad out of the funds provided for the maintenance of national monuments of Uttar Pradesh for the year 1994-95 and 1995-96?

KUMARI SELJA : It is very important question and there are no two opinions about that but this information will also be furnished later.

SHRI PRABHU DAYAL KATHERIA : Then what preparedness do you do before coming here?

MR. SPEAKER : No, you are deviating from a general to a specific question I will not allow to ask such a question

SHRI PRABHU DAYAL KATHERIA : Mr Speaker, Sir, this is not the way.

MR. SPEAKER : She will send it to you in writing.

SHRI PRABHU DAYAL KATHERIA : The part (b) of my question is, as to what is the value of the precious archaeological finds obtained during the excavation carried out in, the tribal areas of each state conducted by the Archaeological Survey of India and which are the safe places where these have been kept?

MR. SPEAKER : It is a very good question? What are you doing to protect such archaeological finds?

KUMARI SELJA : Either site museums are constructed for such valuable finds or these are taken to other Central Museum where these are exhibited and protected.

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, Baba Saheb Ambedkar was the framer of the Constitution. The Government has also made an announcement to convert 26, Alipur Road house into a national monument where he stayed, but the house is yet to be acquired. When will it be done? My next question is, that there

has been a long-standing demand to declare three places, i.e., Mahu in Madhya Pradesh where Baba Saheb was born; a place in Nagpur where he had received 'deekha' and Chaitanyapur in Bombay where he had been cremated, as national monuments. Have the Government considered it? If not, will the Government consider it and declare these places as national monuments?

[English]

KUMARI SELJA : Sir, we can certainly explore the possibility.

[Translation]

SHRIMATI GIRIJA DEVI : Mr. Speaker, Sir, several historic sites have been identified in Patna circle.

MR. SPEAKER : This is a general question and if you ask about Patna, no reply will be given

SHRIMATI GIRIJA DEVI : I have asked a related question. I am asking about the Buddhist circle monuments included in it, as I have asked the Hon. Minister on earlier occasion also that there is a place called Khor in Hazaribagh where the remains of statues belonging to four religions have been discovered but in the absence of Ex-site museum, the statues continue to be stolen. It is often mentioned in the newspapers also. Just now there was a mention about Baba Saheb that he had become a Buddhist. The Buddhist circuit includes the 'Eoria Laat' also. All these things are gradually perishing. Will the Government give attention for their resurrection?

MR. SPEAKER : Will they give attention towards protecting the archaeological finds? It does not relate to Patna only.

KUMARI SELJA : I am noting it down.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI MADHAVRAO SCINDIA) : The Government is spending Rs. 80 lakh on the development of Buddhist circuit. The Buddhist circuit in Nalanda, Sarnath, Vaishali in Bihar and Eastern Uttar Pradesh will be upgraded with the Japanese aid.

[English]

SHRI BIJOY KRISHNA HANDIQUE : Mr. Speaker, Sir, it appears from the statement of the Hon. Minister that there is paucity of funds for maintaining and repairing the national monuments. The Archaeological Survey of India has taken over many historical sites all over the country, particularly in Assam, without being provided funds. Many of the monuments and these sites have deteriorated and are in a deplorable state and are often subjected to encroachments.

Sir, may I know from the Minister - In order to find a way out of this resource crunch - whether Government would consider involving of the private sector in maintaining and repairing these monuments and

historical sites and for attracting tourists by providing them adequate facilities and avan selectively, creating suitable diversion emusement outside the protected area- all in a Package so that with the funds thus generated, these monuments and historical sites could be maintained at the desired level?

KUMARI SELJA : As the Hon. Member has very correctly pointed out, ASI too is facing some financial crunch. Though the protected monuments are quite large in number, 3563 to be precise, resources are rather limited and sometimes it becomes difficult to give as much money as we would like for the protection of our cultural heritage. For this very reason we are now attempting to involve the private sector into this kind of an activity and for which we are going to float a National Cultural Fund in which we will invite fund from the private aactor and individuals also. Modalities for this are being worked out. We would like to work out this fund to the satisfaction of all. We would utilize this fund to protect the cultural heritage. We would invite private funding also. I am sure when that is in place we will have a much better environment for these monuments. In this way, the country and the people will feel more involved in the protection of these monuments.

[Translation]

SHRI RABI RAY : Mr. Speaker, Sir, the monuments declared by the Archaeological Survey of India are country's heritage and the chemical used in the statues installed in the temples of our country is reducing the ascetic value of these statues. I would like to ask the Hon. Minister whether such complaints have been received? Sir, my second question is that we get assistance from UNESCO for the maintenance of our national monuments so that they could be preserved. Will the Hon. Minister tell us whether any assistance has been received from UNESCO and when was it received and please furnish all the concerned details.

KUMARI SELJA : Mr. Speaker, Sir, we protect the statues mentioned by the Hon. Member, wherever the need arises and we make it sure that the chemicals used are good and tested which would not mar the statues. If the Hon. Member has received any specific complaint then he may bring it to our attention and we then we will look into it and

[English]

We will take corrective measures

[Translation]

So far as the UNESCO aid is concerned we have received Japanese aid. The Japanese World Heritage Monuments has extended assistance. The monuments of Sanchi and Satdhara are not included under world heritage monuments yet the Japanese Trust Fund is providing aid and UNESCO has provided 5 lakh dollars for three year starting from 1993-94.

SHRI JASWANT SINGH : Mr Speaker, Sir, the question has two sides. First, the archaeological finds and monuments of national importance. So far as the archaeological finds are concerned, a criteria has been fixed for that as to if the monuments are these many years old then they will be considered national monuments. They do not have funds. I feel in view of the monuments mentioned in the list, the funds provided are inadequate. I would like to know as to what is the criteria to declare the monuments of national importance and when it is done on the basis of a criteria then on what basis is allocation of funds done for each State and how monuments of one state are compared with that of another state? For example, Rajasthan has been provided only Rs. 53 lakh and it does not even include the monuments of national importance, as Chittorgarh Fort. If Chittorgarh Fort is not a monument of national importance then the question arises as to what criteria is followed in making a list of monuments of national importance?

[English]

KUMARI SELJA : Sir a lot of factors go into declaring a monument as a national protected monument. The Central Government after a monument or a site or remains are brought to its notice through some chance discovery or systematic archaeological investigations or if a recommendation from the State Government is received undertakes an examination as to whether the same is of immense historical archaeological or artistic importance or not following which a monument is declared as that of national importance.

But Sir a lot of other factors also go into it. Sometimes we might have other monuments of the same historical age belonging to the same period. Then Sir as I said in the beginning our resources are limited we have to make a choice whether 'A' or 'B' or 'C' requires protection. In those cases we have to decide whether we will take up 'A' as national protected monument, or 'B' or 'C'. But, sometimes some of them are taken up by the State Governments also and then they are taken up as State protected monuments. Needless to say, though we have about 3563 nationally protected monuments, our country with its vast national cultural heritage, surely has many more monuments which could be taken up but it is not possible to take up all such monuments as national protected monuments.

[Translation]

SHRI JASWANT SINGH : Mr Speaker, Sir, if I say that I am not satisfied with the reply given by the Hon. Minister then such a Statement would be improper made in regard to such an efficient Minister. How can I say that the reply given does not answer the question?

[English]

KUMARI SELJA : Sir, I would like to satisfy the Hon. Member

MR. SPEAKER : I think, she did give some criteria which are used.

KUMARI SELJA . All right. Sir, in order to give respect and honour to the

MR. SPEAKER : I think they are in a mood to give more money, you ask for it Parliament is in a mood to give more money

KUMARI SELJA Thank you

[Translation]

SHRI DAU DAYAI JOSHI Please tell us about Chittore whether it will be made a nationally protected monument or not?

MR. SPEAKER . She has said that it will be considered when it is given in writing.

[English]

KUMARI SELJA Sir, I would like to amend my previous answer. Chittorgarh is a national protected monument

[Translation]

SHRI UPENDRA NATH VERMA Whether Aria's oldest Catholic church is in Kerala and not a single paisa is being spent on it by the Archaeological Survey of India?

[English]

KUMARI SELJA Sir I am in a little bit of difficulty today because questions are being asked about particular monuments and I do not have immediate information about each of these monuments In fact at the moment I cannot even say whether this is a national protected monument or not Sir, if the Hon Member knows whether it is a national protected monument..

MR. SPEAKER : You please find out and inform

KUMARI SELJA . I can find out and inform, Sir.

SHRI LOKANATH CHOUDHURY Many of those monuments which are already declared as national monuments are fast decaying. Has any assessment been made by the Government as to how many of them are fast decaying, and what are the necessary steps that are required to be taken to preserve them? If so, which are the monuments, in Government's view, that are in need of immediate preservation in the absence of which they might disappear.

My next question is how many proposals has the Government received..

MR. SPEAKER : A good question is being unnecessarily diluted.

SHRI LOKANATH CHOUDHURY : from different quarters to declare a particular monument or site as a national monument and how does the Government examine such proposals? What is the methodology through which the Government comes to the conclusion that a particular monument should be a national monument, or a particular proposal should be rejected?

SHRI MADHAVRAO SCINDIA : Sir, I think, all of us, as Indians are very proud of our cultural heritage and all beautiful monuments that this country is replete with, are extremely worried about the state of affairs in these monuments purely because there are hundreds and thousands of such monuments. We may have declared only 3500 as nationally important archaeological monuments But the fact remains that there are thousands and lakhs of such monuments.

Secondly, since a large number of monuments have come to our notice we have to prioritize those monuments

Therefore, Sir, I would be extremely happy if I could beseech the House, if I could request the House to add weight to our request to increase the grant for the protection of these monuments. Fourteen-and-a-half crores of rupees is hardly, to use a very common term, is peanuts There is very little one can do. I think you well understand that however good our intentions may be, where does that Rs. 14.50 crore go when it is meant for over 3500 monuments? So, I really think that there should be collective voice.. (Interruptions)

MR. SPEAKER Mr Minister, the question was, do you have a plan, do you know what is the amount of money you need, and what is to be done to protect those monuments?

SHRI MADHAVRAO SCINDIA : We could certainly have a plan for each of the 3500 monuments. We know how much money we need

MR. SPEAKER I think we should.

SHRI MADHAVRAO SCINDIA : We should certainly have a plan I would like the wisdom of the House to be applied to it I would like to have the collective voice.

SHRI LOKANATH CHOUDHURY : We will accept this (Interruptions)

MR. SPEAKER I think they have indicated that they want to support you

SHRI MADHAVRAO SCINDIA : Certainly, we will be now working overtime and come up before the House. There are 89 proposals ..(Interruptions)

SHRI LOKANATH CHOUDHURY : We are ready to support them. But they must come up their proposals.

[Translation]

MR. SPEAKER : They have accepted everything you had said

[English]

SHRI MADHAVRAO SCINDIA : There are 89 such proposals which we have received from various quarters are under our consideration.

SHRI AMAL DATTA : I am prompted to ask a question in view of what the Minister has just said. He said that it is only money which is preventing them from maintaining the monuments.

SHRI MADHAVRAO SCINDIA I have not said only money

SHRI AMAL DATTA The greatest monument of this country is Taj Mahal. They are not able protect it from environmental pollution which is causing damage to the marbles. This has been happening not now but for the last fourteen years. There have been systematic outcries and seminars. It had been discussed in various forums. The main thing that has to be done is this. The HBJ pipeline passes through this refinery. The pollution from Mathura Refinery should be reduced by using some kind of fuel viz., compressed natural gas or something like that. But they did not do it. It is not only this Ministry but the whole Government did not have any move to do it.

Secondly in Agra, there is a Trapezium. There are a large number of industries which are polluting. They have to be moved out or they have to be put on a different work. That has not been done for the last 14 years. What is the reason?

SHRI MADHAVRAO SCINDIA All I can say is that a dialogue war is on between us and the Ministry concerned. It is the cooperation of various Ministries which is required for solving this problem. We are also doing it. (Interruptions)

SHRI LOKANATH CHOUDHURY It is only lack of will

Navodaya Vidyalaya Scheme

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383 **SHRI RAJENDRA AGNIHOTRI**
SHRI ANKUSHRAO RAOSAHEB TOPE

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

- (a) whether some of the States have not accepted the Navodaya Vidyalaya Scheme
- (b) if so the explanations given by them
- (c) the steps taken by the Government to bring these States under this scheme and
- (d) the present progress in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) (a) Yes Sir. The Government of West Bengal and Tamil Nadu have not accepted the Navodaya Vidyalaya Scheme so far

(b) The Government of West Bengal feels in Navodaya Vidyalayas too much money is spent on very few students. It favours use of these resources for general schools. The Government of Tamil Nadu has expressed reservation about the medium of instruction and teaching of language in Navodaya Vidyalayas

(c) and (d) The rationale of the scheme has been explained to these two States from time to time and

they have been requested to participate in the Scheme. The two States have not yet accepted the Scheme

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jansi) Hon Mr Minister the Governments of West Bengal and Tamil Nadu have expressed their discordance over the issue of setting up Navodaya Vidyalayas and it is the reason for which the Government of India could not set up Navodaya Vidyalayas in those States. I would like to know from you as to what are the reasons for their discordance and what efforts have been made by you to get concurrence of both the Governments for setting up Navodaya Vidyalayas there and what is the outcome thereof?

KUMARI SELJA Mr Speaker Sir though I have replied to this question earlier also and I would like to tell that efforts have been made time again and we had a continuous dialogue with these Government right from the beginning. Not only this but the Prime Minister also had discussed the issue with both the Governments at the time when he was the Minister of Human Resource Development

[English]

As Prime Minister also he has spoken to the Chief Minister of Tamil Nadu. But the two Governments as I have said in the main answer have not accepted this scheme at all though the dialogue is going on. And the last time we wrote to them was in March this year to both the Governments at the official level

[Translation]

SHRI RAJENDRA AGNIHOTRI Hon Mr Speaker Sir I would like to ask a question from the Minister. Mine and your Parliamentary Constituency is adjacent to each other. Navodaya Vidyalayas are in Barua, Sagar and Lalitpur districts. At times State Governments have commented on ideals fixed for setting up Navodaya Vidyalayas and present conditions prevailing in them. In view of the irregularities in Navodaya Vidyalayas of Jhansi and Lalitpur and an atmosphere of chaos is prevailing in them which is ruining the educational system the instructions and orders issued by you are not being followed. Members of Parliament have no representation in any committee constituted for it and thus situation is going bad to worse. I would like to know from you as to whether you will order an inquiry into the matter and try to implement the ideal schemes under which these schools have been set up?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI MADHAVRAO SCINDIA) Mr Speaker, Sir, I would like to tell the Hon Member that there are approximately 350 Navodaya Vidyalayas in the country and many of them are functioning very well. (Interruptions)

SHRI UPENDRA NATH VERMA : Mr. Minister posts of teachers and lying vacant in 75 per cent Navodaya Vidyalayas... (Interruptions)

[English]

SHRI MADHAVRAO SCINDIA : Sir, I would like to complete my answer.

MR. SPEAKER : Yes, please, You need not reply to the interruptions.

[Translation]

SHRI MADHAVRAO SCINDIA : I was going to say that conditions prevailing in several Navodaya Vidyalayas is dissatisfaction and there is scope for improvement in it. The facility of Navodaya Vidyalaya has been extended up to an extent. These have been set up in 350 districts and likely to set up at 25-30 more places. So time has come to pay attention towards these and the quality of education imparted by them and educational system should be improved we are also not fully satisfied with them.

SHRI RAJENDRA AGNIHOTRI : Please also tell about the irregularities prevailing in Navodaya Vidyalayas set up at Jhansi and Lalitpur.

SHRI MADHAVRAO SCINDIA : In respect of irregularities in Navodaya Vidyalayas of Jhansi and Lalitpur I would like to say that you should send it to me in writing. I will definitely send a group inquire into it.

[English]

MR. SPEAKER : What you get from him is purely distilled

SHRI GOVINDA CHANDRA MUNDA : Mr Speaker, Sir, now I heard from the Minister that there are 351 Navodaya Vidyalayas. May I know from the Minister whether the students admitted in these schools are Adivasis, Tribals, SCs or anybody and whether they are paying fees and getting free food?

MR. SPEAKER : It is understood.

SHRI GOVINDA CHANDRA MUNDA : May I know what are the facilities given to these students in the Navodaya Vidyalayas?

KUMARI SELJA : Firstly, may I inform the Hon. Member through you that the Hon. Minister did not say that there were 351 Navodaya Vidyalayas? He said that there are more than 351 Navodaya Vidyalayas.

Secondly, these schools are purely residential and there is free boarding, lodging, uniform, etc. There is not fee structure at all.

SHRIMATI MALINI BHATTACHARYA : Sir, the Navodaya Vidyalayas are meant to be the centres of excellence. But it is quite true so far as the development of infrastructural facilities are concerned or so far as the

performance of the Navodaya Vidyalayas are concerned, the results are not so encouraging that the States which have not yet accepted it can be persuaded to accept it.

But my question is that one of the reasons why these two States have rejected this scheme is because of medium of instruction. So far as the medium of instruction is concerned, the medium in Navodaya Vidyalayas is Hindi and English, but there is no place for regional language. Because there is no place for regional language there and since the medium is only Hindi and English...

MR. SPEAKER : You are not asking the question, you are explaining it.

SHRIMATI MALINI BHATTACHARYA : No, Sir, my question is coming.

MR. SPEAKER : Let it come quickly.

SHRIMATI MALINI BHATTACHARYA : Since, I saw you nodding your head in negation, I thought I would better explain my question.

MR. SPEAKER : It should have been a sufficient hint for you to come to the question.

SHRIMATI MALINI BHATTACHARYA : I will ask my question, Sir. My question is will the Government reconsider the question of medium of instruction in Navodaya Vidyalayas and give a place to regional language as an alternative medium of instruction in Navodaya Vidyalayas so that the States which have not so far accepted this scheme may, in fact, be persuaded to do so?

KUMARI SELJA : May I, first of all, inform the Hon. Member that the results of these schools are quite good. As per March 1994 results of Class X, 93 per cent of the children have passed; in Class XII, 78 per cent of the children have passed and about 44 per cent have secured first division.

SHRIMATI MALINI BHATTACHARYA : That is no better than any other ordinary school.

KUMARI SELJA : Secondly, as far as the medium of instruction is concerned, these schools were supposed to be pace-setting schools and also keeping in view the national values, national integration and uniformity in the whole country, we follow the three language formula in these schools.

As far as the medium of instruction is concerned, till the Eighth Standard, the medium of instruction is regional. Then from Ninth to Twelfth, it is both English and Hindi and it is keeping in view the national character of this country. We feel there is nothing wrong in this and we feel that it is a very good way of imparting instruction to the children. All the States, I must say, have accepted this formula. This problem came up only with Tamil Nadu; West Bengal did not comment on this. They felt that they could be spending their resources on other general schools rather than on these schools.

DR. R. MALLU : Sir, there is an entrance examination for taking children into Navodaya Vidyalayas. After selecting students through the entrance examination, some of the students are not taken into Navodaya Vidyalayas saying they had not produced three years' continuous rural certificate from a particular school.

There are children who have not gone to the Government schools in the third class. If such children are there, what are the discretionary powers given to the Deputy Director or to the Principal or to any other officer? There are students who are denied entry into Navodaya Vidyalayas even after qualifying the examination.

I want to know from the Hon. Minister whether they are thinking of giving some concession by way of some exemption to such students on looking into the case thoroughly.

Secondly, there are a number of Kendriya Vidyalaya schools, which have been sanctioned. But the minimum transportation facilities are not given to Navodaya schools in Andhra Pradesh. I just want to know from the Hon. Minister whether they are going to provide minimum transportation facilities to the Principal and other staff members in Navodaya schools.

KUMARI SELJA : As regards the first part of the Hon. Member's question, Sir, at least three years' certificate from the rural area is necessary for Classes III, IV and V. It is compulsory for 75 per cent of the students who come from the rural background, from the rural area...*(Interruptions)*

SHRIMATI MALINI BHATTACHARYA : We cannot hear you. Kindly use your mike. ...*(Interruptions)*

MR. SPEAKER : They are asking you to raise your voice.

KUMARI SELJA : Sir, about 25 per cent of the children are from the open quota and they need not have this kind of three years' certificate from the rural area. Seventy-five per cent has to be from the rural area...*(Interruptions)*

MR. SPEAKER : What about transportation facilities?

KUMARI SELJA : Sir, about transportation facilities, these are mainly residential schools. We try to see that we give quarters to staff members.

[Translation]

SHRIMATI SAROJ DUBEY : Mr. Speaker, Sir, the concept of setting up Navodaya Vidyalayas was envisaged with a view of overall development of rural children and for providing better educational facilities to them, so that they could play a vital role in national integrity. But most of the Navodaya Vidyalayas in rural areas are situated at secluded places and it seems as these were punishment cells. Building of Navodaya Vidyalayas do not have boundary walls and there is no one to look after the children who have come here from

outside for studies. As a result of it students are dropping out of these schools and their number is decreasing. I would like to know from the Hon. Minister as to what is the criteria for identifying places for Navodaya Vidyalayas so that these could be maintained and educational system could be supervised properly.

KUMARI SELJA : In the context of boundary walls, I would like to say that we have sanctioned 250 boundary walls.

SHRIMATI SAROJ DUBEY : It has not been sanctioned for Allahabad.

KUMARI SELJA : We will do that at the earliest

SHRIMATI SAROJ DUBEY : Navodaya Vidyalaya at Allahabad has been closed for four months

KUMARI SELJA : The situation regarding Allahabad would be told after getting the information. I agree with the Hon. Member on this issue and we will try our best to cover all the place at the earliest

[English]

Keeping in view the security of the students and of the school, we will try to organise this as soon as possible...*(Interruptions)*

[Translation]

MR. SPEAKER : Only two questions have been raised during the last 40 minutes

[English]

Foodgrains

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*384 DR. K.V.R. CHOWDARY

SHRI S.M. LALJAN BASHA

Will the Minister of FOOD be pleased to state

(a) the procurement of foodgrains by the Food Corporation of India during 1993-94 and 1994-95, item-wise season-wise;

(b) whether this procurement will meet the demand of Public Distribution System;

(c) the amount spent on these procurements during the above period;

(d) the stock of foodgrains both buffer and operational at the end of March, 1995, foodgrain-wise;

(e) whether the foodgrains reserve position is likely to be improved during 1995-96;

(f) the steps taken by the FCI to meet the shortage of storage capacity and the disposal of existing stock, and

(g) the details of the quality control laboratories maintained by FCI throughout the country?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) to (g). A Statement is laid on the Table of the House.

STATEMENT

(a) Quantities of foodgrains procured by the Food Corporation of India for Central Pool during 1993-94 and 1994-95 marketing seasons are as under :

(In million tonnes)

Procurement (Marketing)	1993-94	1994-95
Year/Season		
Kharif (1st Oct.-30th Sept.)		
(Rice)	13.6	11.7
Rabi (1st April-31st March)		
(Wheat)	12.8	11.8
		(As on
		17.4.1995)
Coarsegrains :		
Kharif (1st Oct.-30th Sept.)	0.25	Less than 500 tonnes.
Rabi (1st April-31st March)	0.01	

(b) Yes, Sir

(c) A sum of Rs.13,288 crores was spent in 1993-94 on the procurement by the Food Corporation of India. The revised estimates for 1994-95 is Rs 14,023 crores.

(d) The stock of foodgrains in Central Pool stands at about 26.8 million Metric Tonnes as on 31.03.1995.

(e) Yes, most likely Sir.

(f) Out of 27.3 million tonnes storage capacity with the Food Corporation of India, 15.6 million tonnes capacity exists in Northern wheat growing States and out of which 2 million tonnes space was vacant as on 01.02.1995. Further, about 1.5 million tonnes of Cover and Plinth (CAP) storage space would become available by custom milling of paddy stocks before monsoon/during Rabi Season for storing the wheat purchased. Another 3 to 4 million tonnes of vacant storage space would be available by despatching foodgrains to other consuming States during procurement period April, 1995 to June, 1995.

The field officers of Food Corporation of India have been authorised to hire additional storage capacity of about 5 million tonnes in Northern States to meet emergent situations. In addition, the Food Corporation of India has arranged cover and plinth storage capacity of about one million tonnes.

As regards disposal of stock, efforts are made to create more storage space by open sale of paddy, wheat and rice.

(g) A network of 182 Quality Control Laboratories are maintained by Food Corporation of India throughout the country including the one Central Laboratory at the Food Corporation of India Headquarters at New Delhi.

DR. K.V.R. CHOWDARY : Mr. Speaker, Sir, foodgrains production is increasing more than the demand. Will the Hon. Minister allocate more funds for procurement or purchase from the farming community as they fear that there will be a glut? Sometimes nobody comes forward to purchase it as they always tell that the targets have already been reached by the FCI. I would like to know from the Hon. Minister, through you, sir, if the targets are increased or not.

SHRI AJIT SINGH : The idea behind procurement is that we provide a minimum support price and we are bound to buy whatever foodgrain is offered at that price. So, there is no question of increasing the target or anything. We will buy at the minimum support price whatever foodgrain is offered. ...*(Interruptions)*

DR. K.V.R. CHOWDARY : My second Supplementary is: What steps the FCI has taken to avoid shortage of storage space which is more in the Southern States as already given out by the Minister and to encourage construction of storage space on priority to private bodies or whether the Government through the PCI will construct more godowns etc? Will the Hon. Minister reply to this?

SHRI AJIT SINGH : This year, our buffer stock is almost, in fact, more than twice of what we need, and we also expect about 13 million tonnes procurement for the rabi season. We are taking all steps to increase the storage for FCI, Central Warehousing Corporation, State warehousing Corporation and wherever else it is available.

DR. K.V.R. CHOWDARY : What about the position in Southern States?

SHRI AJIT SINGH : The procurement and the shortage thereby is mostly in the Northern States. In Andhra Pradesh also, we are planning to increase the storage space by more than six lakh tonnes this year.

SHRI SOBHNADREESWARA RAO VADDE : Mr. Speaker, Sir, the Food Corporation of India is procuring huge quantities of rice and paddy in Punjab and Haryana in the Northern region. While Andhra Pradesh is one of the largest paddy producing States where considerable quantities are given to FCI, the FCI is not purchasing paddy directly from the farmers. Even with great efforts and lot of representations, they started at the eleventh hour and they do not supply necessary gunnies. Many a time the Quality Control Centres which are mentioned in your reply, help the middlemen, the traders. When the paddy was taken by the farmer, they had imposed two or three cuts. But when the same paddy comes through a middleman or a broker, they do not allow any cut. Like that it has been happening for a long time. Will the Hon. Minister get this matter examined, and take necessary steps so that paddy is procured from the farmers in Andhra Pradesh directly without any middlemen?

SHRI AJIT SINGH : Sir, the paddy is procured in different States through *mandis* and directly, the State agencies also procure it and we continuously monitor it. If the Hon. Member has any problem at one particular centre or State, we are available and we will do whatever we can.

[Translation]

SHRI DAU DAYAL JOSHI : Hon. Mr. Speaker, fortunately there had been a bumper crop of wheat this year. In spite of several efforts the Government is not purchasing wheat in Rajasthan. FCI officials have not turned up for purchasing wheat even after I have drawn the attention of District Magistrate. Five days ago I have telephoned from here and only three 'tollies' of wheat were purchased after it, the rest of wheat is being sold at the rate of Rs 320 to 325 and farmer is being exploited. FCI and Governmental agencies are mere spectator to it. Hon. Mr. Jakhar the rate of wheat has come down to 300 which was 320 five days earlier. Balramji you are a well-wisher of farmers and Hon. Ajit Singh is following his father's footstep and has been advocating the cause of farmers. What steps are you going to take for those farmers of Rajasthan. Whether the Minister of Food and Jakharji will make arrangements for proper procurement of foodgrain to provide relief to the exploited farmers. Please issue clear instructions and satisfy my query.

SHRI RAJVEER SINGH : Mr. Speaker, Sir, this problem is not confined to Rajasthan alone but relates to the whole country...*(Interruptions)*

SHRI AJIT SINGH : Mr. Speaker, Sir, one complaint centre is functioning here for 24 hours

SHRI DAU DAYAL JOSHI : I am saying that you can ask about it. What is this complaint centre. Whether the wheat will be sold for Rs. 300.

SHRI AJIT SINGH : Before coming to this House I have asked whether any such complaint has been received...*(Interruptions)*

SHRI DAU DAYAL JOSHI : I, myself have lodged the complaint.

SHRI AJIT SINGH : Please, listen to me

[English]

MR. SPEAKER : Mr. Joshi, this is very wrong on your part. I mean both the Joshis

[Translation]

SHRI AJIT SINGH : I am glad to know that Hon. Member is concerned over the cause of farmers. You would have informed me if the complaint was not received by the complaint centre. I would have inquired the matter. I am always ready to conduct an inquiry into it. I am ready to take any step and go there to check it. I am ready to take Hon. Member with me for checking it.

SHRI DAU DAYAL JOSHI : I am ready to go today itself...*(Interruptions)*

[English]

MR. SPEAKER : I do not expect the Minister to reply to this.

[Translation]

MR. SPEAKER : Do you not understand what has been said by him. He is ready to take you with him.

(Interruptions)

MR. SPEAKER : Even then you are continuing your speech

[English]

Please sit down. You do not understand anything

[Translation]

SHRI DAU DAYAL JOSHI : I am ready to go today

[English]

MR. SPEAKER : No please I do not expect the Minister to reply to these interruptions. Otherwise it will be unending. The Minister may call him and talk to him.

SHRIMATI SUSEELA GOPALAN : Considering the frequent disruption of traffic in the border of Tripura and Assam, will the Government consider creating enough storage capacity in Tripura to prevent disruption of the distribution of rations? It is frequently happening and the storage capacity in Tripura is not at all enough. So will the Government step it up?

SHRI AJIT SINGH : Recently, we have discussed this problem of the North-East in general because of the disruption of traffic and we are taking appropriate steps to make sure that enough foodgrains are available there.

[Translation]

SHRI RAM NAGINA MISHRA : Mr. Speaker, Sir, it is a fact that farmer produces foodgrain by toiling hard. Government have fixed the minimum procurement price for his produce which means, that it will be purchased by the Government if market prices go lower than this minimum price level. I am saying this about Deoria and Padrauna districts of eastern Uttar Pradesh. Hon. Minister was saying Rs. 320 whereas in my area grocers are buying wheat for Rs. 250 to 300 only. There is no Governmental agency which can buy wheat on the fixed Governmental rates. I would like to tell the Minister that people are not so enlightened that they may register their complaint. Do you not have any information about the number of Governmental shops in every districts for purchasing foodgrains and the quantity of foodgrain purchased by them. Eastern districts are in deplorable condition. Your Department should inquire about the number of shops opened for procurement of foodgrains in Gorakhpur, Padrauna and Deoria. If no such shop has been opened, these should be opened immediately. Farmers are being cheated there.

SHRI AJIT SINGH : Mr. Speaker, Sir, setting up of shops is a different issue of the moment we are talking about procurement. Several Governmental and State Governmental agencies are there to procure foodgrain. State Government also procure foodgrain through FCI.

As I have already told you that it is our collective duty to create awareness among farmers. If you will point out its shortcomings. I will try to remove them.

SHRI RAM NIHOR RAI : Mr. Speaker, Sir, the messiah of farmers. Chaudhari Charan Singh was of the opinion that farmers should get rid from the clutches of middlemen. The Hon. Minister is the son of such a great father. The hon. Minister has just stated that many godowns are being established. I would like to know whether small godowns will be set up in blocks so that farmers are saved from the clutches of middlemen, so that the dream of Chaudhari Charan Singh may be fulfilled.

SHRI AJIT SINGH : There are the Central and State Warehousing Corporations besides the F.C.I. They are setting up godowns at various places. We also propose to introduce a Bill in this regard. In which there should be a provision where the farmers can store their foodgrains. It is also being considered that it should be brought under the Negotiable Instrument. The issue raised by the Hon. Member is being considered by the Government.

SHRI RAJVEER SINGH : Mr. Speaker, Sir, the Hon. Minister has stated that complaint centres are being set up. If the complaint regarding purchase will be lodged at Delhi, what will be its outcome? I would like to ask another thing. The other agencies of States are buying wheat or other foodgrains. Moreover, they purchase wheat or other foodgrains from FCI godowns also. The trucks or foodgrains in the FCI godowns are intercepted and allowed to unload their goods only after greasing their palm. The same process starts in fair price shops while getting wheat or sugar. Neither wheat nor sugar is made available without greasing palms. I would like to know from the hon. Minister whether he proposes to conduct comprehensive enquiry thereof. This issue has been raised umpteen times in the august House. Mr. Speaker, Sir, you may recall that it was raised in this august House that FCI godowns are attacked by rodents. These rodents have two legs and two hands. I would like to know from the hon. Minister as to how many cats will be engaged to do away with these rodents and whether it will be investigated.

SHRI AJIT SINGH : Mr. Speaker, Sir, for this purpose there is vigilance department. Sometimes we also conduct raids. If hon. Member wants I can give him details. If hon. Members will bring any case of corruptions into my notice, and enquiry will be certainly conducted there in.

SHRI RAJVEER SINGH : Mr. Speaker, Sir, such cases are happening in every district. Hon. Minister,

such cases are happening everywhere. Before holding the post of hon. Minister, he himself used to say so what I am saying now.

SHRI AJIT SINGH : Now I am trying to eradicate corruption. You please, help me in this regard.

SHRI VIJOY KUMAR YADAV : Mr. Speaker, Sir, quality control was mentioned here. The foodgrains are kept in stock distributed through Public Distribution System to fair price shops. So many complaints are received in this regard. I would like to know from the hon. Minister as to how many laboratories are in Bihar and whether the foodgrains testing capacity is sufficient and if not the action being taken in this regard.

SHRI AJIT SINGH : Mr. Speaker, Sir, there are 182 laboratories. But I do not know the number of such laboratories in Bihar. So far as storage is concerned, procurement is very low in Bihar. But we have sufficient storage capacity to the extent of the procurement.

SHRI UMRAO SINGH : Mr. Speaker, Sir, the procurement of superfine paddy had been reduced on technical ground. It caused huge loss to the farmers of Punjab. The Government of Punjab and all hon. Members from Punjab have brought this fact into the notice of the hon. Minister that the reasons behind the downfall in procurement was technical and it should be made up. I would like to know from the hon. Minister whether he proposes to make any arrangement to make good loss caused to farmers.

SHRI AJIT SINGH : Mr. Speaker, Sir, this question is related to procurement and storage. We are acquainted with the problem raised by the hon. Member. This issue is being discussed with the Government of Punjab and other Ministries also. We will try to provide facilities for the farmers to the best of our capacity.

[English]

Price of Edible Oils

*387 **SHRI RAM NAIK :**

SHRI SULTAN SALAHUDDIN OWAISI :

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Government have been able to check prices of edible oils by bringing them under Open General Licence;

(b) if so, whether this decision has helped in not only checking the rise of prices but has also stabilised prices without any imports;

(c) if so, whether the import will be costlier after assessing the cost of refining and handling;

(d) if so, whether the prices had touched an all time peak of 40,000 per tonne in February last; and

(e) the steps taken or being taken to ensure availability of edible oils at reasonable prices?

THE MINISTER OF CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) (a) to (e) A Statement is laid on the Table of the House

STATEMENT

(a) and (b) The import of selected edible oils has been placed under OGL w.e.f 13.3.1995. During the period 11.3.1995 to 8.4.1995 a declining trend has generally been observed in the price levels of various edible oils. The idea of OGL itself is to free imports to stabilise prices.

(c) The landed cost of imported edible oils is arrived at taking into account the international price CIF value and other charges including service margin, overheads, clearing, handling, storage etc which vary from time to time.

(d) The wholesale price index of edible oils sub group stood at 301.9 on 25.2.1995 as against 300.7 on 8.4.1995.

(e) Apart from OGL the State Trading Corporation (STC) is importing on Government Account edible oil (Palmolein) at concessional duty of 20 per cent for supply to the consumers through the Public Distribution System (PDS) at lower than open market prices. Besides imports are also being made by the NDBB at concessional duty of 20 per cent. A quantity of 1.07 lakh tonnes of palmolein was imported by the STC for the PDS during 1994-95. During the current financial year 1995-96, STC has been authorised to import 1.5 lakh tonnes of palmolein for the PDS.

[Translation]

SHRI RAM NAIK Mr Speaker Sir is it not a fact that today the prices of oil in market have gone up higher than its previous prices? If so what measures have been taken by the Government to bring down its prices?

SHRI BUTA SINGH Mr Speaker Sir this is wrong to say that today prices of oil are higher than previous ones. If the hon Member is talking about previous years' prices of oil it is different. I can claim that the prices of oil have come down during last five or six weeks and now the prices are stable. The steps taken by the Government have already been mentioned in the Statement. Some of the measures taken in this regard are import of oil, implementation of long term policy, raising production of oil seeds and distribution of edible oil to every nook and corner of the country through the Public Distribution System.

SHRI RAM NAIK Mr Speaker, Sir it seems to me that the information, which the Hon Minister possesses is not correct because when we go to purchase oil from market we find that the prices are high. I would like to

know from the Hon Minister that if he has information about retail prices of oil of any market whether it may be Calcutta or Delhi or Madras, he can furnish that information, on the basis of which you are saying that oil is not costly. If you will furnish this information I will treat it a favour done to me.

SHRI BUTA SINGH Mr Speaker Sir I can only say this much that the oil supplied to consumers through Public Distribution System in the Country. (Interruptions)

SHRI ANNA JOSHI Please do mention the retail prices. (Interruptions)

SHRI BUTA SINGH They are stable. The price of unpacked edible oil is Rs 24 per kilogram and the consumers are supplied at Rs 29 per kilogram after adding local taxes thereto. So far as general prices are concerned I read out the information that I have

[English]

A declining trend has generally been observed in the prices of edible oils during the period from 11th March 1995 to 8th of April 1995.

Therefore it will be an over statement to say that the prices of edibles oils have been rising constantly. Precisely we have allowed the import of edible oils under the OGL to maintain the supply and the price level of edible oils in the country.

SHRI A CHARLES Sir the mainstay of the economy of Kerala is coconut and coconut oil is being used as edible oil. But there is a big lobby against the coconut oil being used as edible oil saying that it contains cholesterol content. The recent results have shown it has come in the Press - that the coconut oil does not contain cholesterol and that it can be used as edible oil. So may I know from the hon Minister whether this aspect will be borne in mind and coconut will also be distributed in all the States through the PDS so that the price of coconut oil can be kept at par with the other edible oils which will help the economy of Kerala?

SHRI BUTA SINGH Sir coconut oil as an edible oil is mainly used in some of the southern States precisely Kerala. Other States have not shown any inclination to use coconut oil as edible oil. In Kerala there is no restriction and the Kerala Government is free to distribute the coconut oil as edible oil through the PDS. In case the other States also want to do so it could be considered.

[Translation]

SHRI SATYA PAL SINGH YADAV Mr Speaker, Sir, the Hon Minister has mentioned that the implementation of long term policy and the import of oil are measures taken to bring down the prices of oil. Mustard oil is used the most of all in India. I would like to know from the Hon Minister whether the oil proposed to be imported has been imported or it is likely to be imported. Moreover, I would like

to know whether its present price is likely to come down or it will remain stable in near future.

[English]

SHRI BUTA SINGH Sir, it is an on-going process. Edible oil is imported as and when the need is felt to bridge the gap between supply and demand. Therefore, if the hon. Member wants to know the precise quantity imported by Government at any particular time, I am prepared to give the figure.

So far as the question of mustard oil is concerned, most of the States, specially the States in the eastern sector use mustard oil as such, as edible oil. Therefore, there is no question of forcing other States to use mustard oil. People are free to use it and this is being done by the States concerned. We have no objection to it.

MR SPEAKER Question Hour is over

WRITTEN ANSWERS TO QUESTONS

Rice and Wheat

'382 SHRI PETER G MARBANIANG
SHRI PROBIN DEKA

Will the Minister of AGRICULTURE be pleased to state-

(a) whether the production of rice and wheat in States of the North Eastern region has declined during the last three years.

(b) if so, the details thereof;

(c) if not, whether the production of these two commodities is enough to meet the requirements of these States,

(d) if so, the quantity required to meet domestic demand of these States during the above period, State-wise, and

(e) the details of schemes being implemented in these States to make them self sufficient in the production of rice and wheat?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : (a) and (b). Production of rice in the States of North Eastern region as a whole has not declined during the last three years. Some decline in rice production has been recorded in the States of Meghalaya and Tripura during this period which may be attributed to unfavourable weather conditions. However, wheat is not a significant crop of this region. State-wise production of rice and wheat in North Eastern region is given in the Statement-I enclosed.

(c) The production of rice and wheat in the States of North Eastern region is not enough to meet the requirement of these States.

(d) The requirement of rice and wheat as reflected by demand made by the North Eastern States under Public Distribution System (PDS) from the central pool during the last three years i.e. 1992, 1993 and 1994 is given in the Statement-II enclosed.

(e) For increasing production and productivity of Cereal Crops (rice, wheat and coarse cereal) in North Eastern Region, a Centrally Sponsored "Integrated Cereals Development Programme in Rice Based Cropping Systems Areas (ICDP - Rice)" is being continued. Programme components under the scheme include organisation of field demonstrations and farmers' trainings for effective transfer of technology. Under the scheme, provision is also there to provide incentive to the farmers on use of location specific high yielding variety seeds and identified farm implements. Efforts through the scheme also include making available certified seeds of rice varieties specific to problem areas, seeds of green manuring crops and soil ameliorants for improving soil health etc.

STATEMENT-I

Production of Rice and Wheat in North Eastern States During 1990-91, 1991-92, 1992-93 and 1993-94

(In '000' tonnes)

State	Rice				Wheat			
	1990-91	1991-92	1992-93	1993-94	1990-91	1991-92	1992-93	1993-94
1	2	3	4	5	6	7	8	9
Arunachal Pradesh	142.5	143.1	116.9	144.0	6.7	6.8	6.4	8.5
Assam	3270.2	3197.2	3299.7	3361.1	114.8	111.2	78.7	100.8
Manipur	274.2	340.5	269.3	348.8	-	-	-	-
Meghalaya	119.8	121.1	114.0	114.0	5.9	5.6	6.2	6.2
Mizoram	63.8	71.0	84.0	96.7	-	-	-	-

1	2	3	4	5	6	7	8	9
Nagaland	152.2	154.0	176.0	180.0	1.3	1 6	0 3	1 0
Tripura	501.3	474.5	438.1	438.1	6 9	4.7	9 1	9 1
Total	4524.0	4501.4	4498.0	4682.7	135.6	129.9	100.7	125.6
North Eastern States								

STATEMENT-II

Demand of Rice and Wheat Under PDS System in North-Eastern States

(In '000' tonnes)

State	1992	Rice	Wheat		1993	1994
		1993	1994	1992		
Arunachal Pradesh	96.0	109.6	103.2	12.0	14.0	24.9
Assam	768.0	762.0	470.8	504.0	504.0	328.0
Manipur	111.0	146.0	120.0	36.0	37.7	32.4
Meghalaya	180.0	185.0	230.5	46.8	47.1	41.0
Mizoram	96.0	116.5	130.6	17.5	18.2	26.0
Nagaland	161.0	139.2	92.0	94.4	63.9	73.2
Tripura	198.2	194.4	194.4	30.4	31.5	34.8
Total	1610.2	1652.7	1341.5	741.1	716.4	560.3

Loss Due to Floods

***385 DR. AMRITLAL KALIDAS PATEL .**

SHRI DHARMANNA MONDAYYA SADUL .

Will the Minister of AGRICULTURE be pleased to state .

(a) whether devastating floods played havoc during 1994 in some parts of the country;

(b) if so, the names of districts in each State which have been mostly affected,

(c) the extent of State-wise damage caused by the floods;

(d) the details of special assistance, if any, provided by the Government to the affected States particularly to Assam during 1994; and

(e) the details of other steps taken by the Government in this regard?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) (a) to (e) According to the reports received from the State Governments, parts of 258 districts in 18 States were affected by heavy rains and floods during the South West Monsoon, 1994 42 districts in 3 States and one Union Territory were affected by cyclone/floods in October/November, 1994 Extent of State-wise damage is given in the enclosed Statement-I and II The list of affected districts is given in the enclosed Statement-III and IV

2 Under the existing scheme of financing relief expenditure, the State Governments undertake relief and rehabilitation measures in the wake of natural calamities utilising the corpus of the Calamity Relief Fund (CRF) The Central share of CRF released to the flood affected States during 1994-95 is given in the enclosed Statement-V.

STATEMENT-I

Damage due to Heavy Rains, Floods etc during South-West Monsoon, 1994

S.No.:	State	Districts affected (No.)	Damage to crop area (in lakh ha.)	Damage to Houses (No.)	Human Lives Lost (No.)
1	2	3	4	5	6
1.	Andhra Pradesh	7	0.13	1190	8
2.	Arunachal Pradesh	8	0.01	14	18

1	2	3	4	5	6
3	Assam	5	0.09	700	3
4	Bihar	21	3.31	28073	83
5	Delhi	1		7	4
6	Goa	1			5
7	Gujarat	16	10.50	271324	345
8	Haryana	10	0.18	2495	12
9	Himachal Pradesh	12	4.76	7637	179
10	Jammu and Kashmir	6		3788	58
11	Karnataka	16	1.57	41998	71
12	Kerala	14	1.98	86598	179
13	Madhya Pradesh	29	3.77	244700	288
14	Maharashtra	24	3.22	145647	303
15	Orissa	25	4.65	10738	88
16	Punjab	13	0.62	958	41
17	Rajasthan	13	1.00	8809	36
18	Uttar Pradesh	37	5.98	65816	317
Total		258	41.77	920492	2038

STATEMENT-II

Damage due to Cyclone/Floods during October/November, 1994

S No	State	Districts Affected (Number)	Damage to Crop Area (in lakh ha)	Damage to Houses (Number)	Human lives lost (Number)
1	Andhra Pradesh	8	3.38	79172	144
2	Karnataka	10	0.004	2431	34
3	Tamil Nadu	21	0.02	48128	69
4	Pondicherry	3	0.003	1000	-
Total		42	3.407	130731	247

STATEMENT-III

*List of the Districts Affected by Floods During
Monsoon 1994*

(5) Changlang

(6) Tirap

(7) East Siang

(8) Lohit Dist.

1. ANDHRA PRADESH

- (1) Khammam
- (2) Warangal
- (3) East Godavari
- (4) West Godavari
- (5) Adilabad
- (6) Kurnool
- (7) Mehboobnagar

3. ASSAM

- (1) Dhemaji
- (2) Lakhimpur
- (3) Barpeta
- (4) Sibsagar
- (5) Jorhat

2. ARUNACHAL PRADESH

- (1) West Kameng
- (2) Tawang
- (3) Lohit
- (4) Upper Subansiri

4. BIHAR

- (1) West Singhbhum
- (2) Patna
- (3) Bhojpur
- (4) Gopalganj
- (5) Katihar
- (6) Samaipur

- (7) Khagaria
- (8) Begusarai
- (9) Vaishali
- (10) Saran
- (11) Supaul
- (12) Bhagalpur
- (13) Sahab Ganj
- (14) Mungar
- (15) Buxer
- (16) Purnaa
- (17) Lakhisarai
- (18) East Champaran
- (19) West Champaran
- (20) Muzaffarpur
- (21) Madhapura

5. DELHI

Delhi

6. GOA

Goa

7. GUJARAT

- (1) Bharuch
- (2) Surat
- (3) Valsad
- (4) Dangs
- (5) Janagadh
- (6) Amreli
- (7) Jamnagar
- (8) Rajkot
- (9) Kutch
- (10) Bhavnagar
- (11) Surandranagar
- (12) Mahsana
- (13) Sabarkantha
- (14) Khada
- (15) Panchmahal
- (16) Vadodara

8. HIMACHAL PRADESH

- (1) Kangra
- (2) Shimla
- (3) Mandi
- (4) Bilaapur
- (5) Kullu
- (6) Solan
- (7) Una
- (8) Sirmour
- (9) Himerpur
- (10) Chamba
- (11) Kinnaur

- (12) Lahaul and Spiti

9. HARYANA

- (1) Paniput
- (2) Sirsa
- (3) Hisar
- (4) Kalkhal
- (5) Yamunanagar
- (6) Karnal
- (7) Kurukshetra
- (8) Rohtak
- (9) Gurgaon
- (10) Sonipat

10. JAMMU AND KASHMIR

- (1) Jammu
- (2) Kathua
- (3) Udhampur
- (4) Doda
- (5) Poonch
- (6) Rajouri

11. KARNATAKA

- (1) Uttara Kannada
- (2) Dharwad
- (3) Mysore
- (4) Kolar
- (5) Dakshina Kannada
- (6) Kodagu
- (7) Shimoga
- (8) Hassan
- (9) Belgaum
- (10) Chitmagalur
- (11) Chitradurga
- (12) Bellary
- (13) Bijapur
- (14) Gulbarga
- (15) Mandya
- (16) Reichur

12. KERALA

- (1) Kasargod
- (2) Idukki
- (3) Cannanora
- (4) Kazhikode
- (5) Thrissore
- (6) Wyanad
- (7) Thiruvananthapuram
- (8) Kottayam
- (9) Kollam
- (10) Palghat
- (11) Malapuram

(12) Ernakulam
 (13) Pathanamthitta
 (14) Alappuzha

13. MADHYA PRADESH

(1) Rajnandgaon
 (2) Durg
 (3) Raigarh
 (4) Balaghat
 (5) Mandla
 (6) Raipur
 (7) Bilaspur
 (8) Bastar
 (9) Jabalpur
 (10) Chhindwara
 (11) Seoni
 (12) Narsinghpur
 (13) Hoshangabad
 (14) Rajgarh
 (15) Sagar
 (16) Chhattarpur
 (17) Tikamgarh
 (18) Mandsour
 (19) Gwalior
 (20) Rewa
 (21) Vidisha
 (22) Shadol
 (23) Ratlam
 (24) Indore
 (25) Dhar
 (26) Khargone
 (27) Betul
 (28) Jhabua
 (29) Surguja

14. MAHARASHTRA

(1) Amravati
 (2) Yavatmal
 (3) Kolhapur
 (4) Satara
 (5) Sangli
 (6) Puna
 (7) Solapur
 (8) Gadchiroli
 (9) Bhandara
 (10) Chandarpur
 (11) Wardha
 (12) Nagpur
 (13) Naik
 (14) Ahmednagar

(15) Thane
 (16) Raigad
 (10) Ratnagiri
 (18) Sindhudurg
 (19) Bombay (Metropolitan)
 (20) Bombay (City)
 (21) Akola
 (22) Dhule
 (23) Jalgaon
 (24) Buldhana

15. ORISSA

(1) Jagatsinghpur
 (2) Cuttack
 (3) Jajpur
 (4) Puri
 (5) Kendrapara
 (6) Khurda
 (7) Balasore
 (8) Phulbani
 (9) Boudh
 (10) Sonepur
 (11) Bhadrak
 (12) Sambalpur
 (13) Nayagarh
 (14) Sundargarh
 (15) Koraput
 (16) Angul
 (17) Ganjam
 (18) Kalahandi
 (19) Bolangir
 (20) Malkanagiri
 (21) Bargarh
 (22) Dehkanal
 (23) Jharsuguda
 (24) Nowrangapur
 (25) Keonjhar

16. PUNJAB

(1) Jalandhar
 (2) Kapurthala
 (3) Gurdaspur
 (4) Hoshiarpur
 (5) Patiala
 (6) Ropar
 (7) Sangrur
 (8) Faridkot
 (9) Manaa
 (10) Ludhiana
 (11) Ferozpur
 (12) Amritsar
 (13) Bhatinda

17. RAJASTHAN

- (1) Nagour
- (2) Banaswara
- (3) Bhilwara
- (4) Kota
- (5) Baran
- (6) Pali
- (7) Jodhpur
- (8) Jhalawar
- (9) Jaisalmer
- (10) Ajmer
- (11) Bikaner
- (12) Ganga Nagar
- (13) Hanumangarh

18. UTTAR PRADESH

- (1) Almora
- (2) Dehradun
- (3) Banda
- (4) Chamoli
- (5) Tehri Garhwal
- (6) Uttarkashi
- (7) Kheri
- (8) Meerut
- (9) Haridwar
- (10) Muzaffarnagar
- (11) Badaun
- (12) Kanpur Dehat
- (13) Pilibhit
- (14) Bijnor
- (15) Hamirpur
- (16) Ballia
- (17) Gajipur
- (18) Shahjhanpur
- (19) Mirzapur
- (20) Basti
- (21) Allahabad
- (22) Varanasi
- (23) Bulandshahar
- (24) Ghaziabad
- (25) Behraich
- (26) Faizabad
- (27) Farrukhabad
- (28) Unnao
- (29) Azamgarh
- (30) Barabanki
- (31) Deoria
- (32) Jaunpur
- (33) Mahrajganj
- (34) Pilibhit

- (35) Gorakhpur
- (36) Mau
- (37) Sonbhadra

STATEMENT-IV

*List of Districts Affected by Cyclone/Floods During
October/November, 1994*

1. ANDHRA PRADESH

- 1 Nellore
- 2 Prakasham
- 3 Guntur
- 4 Krishna
- 5 East Godavari
- 6 West Godavari
- 7 Chittoor
- 8 Nalgonda

2. KARNATAKA

- 1 Dakshina Kannada
- 2 Tumkur
- 3 Chikkamagalur
- 4 Mandya
- 5 Shimoga
- 6 Mysore
- 7 Belgaum
- 8 Raichur
- 9 Dharwad
- 10 Bangalore (R)

3. TAMIL NADU

- 1 Madras
- 2 Chengal - MGR
- 3 South Arcot Vallalar
- 4 Villupuram (VRP)
- 5 Tiruvannamalai - Sambuvarayar
- 6 Thanjavur
- 7 Tiruchirapalli
- 8 Pudukkottai
- 9 Sivaganaga (PMT District)
- 10 Tamanathapuram
- 11 Dindigul-Anna
- 12 Madurai
- 13 Nellai-Kattabomman
- 14 Chidambaranar
- 15 Kanniyakumari
- 16 Coimbatore
- 17 The Nilgiris
- 18 Periyar
- 19 Salem
- 20 Dharmapuri

21. Vellore (N.A.A.)

4. PONDICHERRY

- 1 Pondicherry
- 2 Karaikal.
- 3 Yanam

STATEMENT-V

Statement Showing the Central Share of CRF Released to Flood Affected States During 1994-1995

S No	State	Amount Released (Rs. in Crores)
1	Andhra Pradesh	49.21
2	Arunachal Pradesh	1.50
3	Assam	22.50
4	Bihar	13.12
5	Goa	0.75
6	Gujarat	63.75
7	Haryana	6.37
8	Himachal Pradesh	10.12
9	Jammu and Kashmir	9.00
10	Karnataka	10.12
11	Kerala	23.25
12	Madhya Pradesh	27.75
13	Maharashtra	•
14	Odisha	29.78
15	Punjab	10.50
16	Rajasthan	93.00
17	Tamil Nadu	14.62
18	Uttar Pradesh	39.96
Total		425.30

Rs 33.00 crores for the year 1994-95 released in advance during 1993-94 in event of Earth-quake of September, 1993

[Translation]

Summer Special Train

386 SHRI PANKAJ CHOWDHARY

SHRI D VENKATESWARA RAO :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any proposal to run special Trains to clear rush in summers;

(b) if so, the details thereof, zone-wise and the routes on which these trains are proposed to be introduced;

(c) when these trains would be introduced;

(d) the number of tourists likely to be benefited therefrom;

(e) whether any special arrangements for reservations, like more counters including special counters for ladies and old people have been proposed for these trains; and

(f) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) and (c). Details are given below :

S.No.	Route	Period	Total No.of Specials
1	Kurla-Patna	14.4-16.6	126
2	Kurla-Gorakhpur	14. 4-13.6	90
3	Bombay VT-Trivandrum	15.4-10.6	18
4	Bombay VT-Pune	15.4-11.6	28
5	Bombay Central-Hazrat Nizamuddin.	11.4-13.6	20
6	Bendra Terminus-Jaipur	09.4-11.6	54
7	Bombay Central-Ahmadabad	10.4-12.6	58
8	Bombay Central-Gandhidham	11.4-09.6	36
9	Bombay Central-Hapa	09.4-11.6	20
10	Ahmedabad-Varanasi	11.4-06.6	18
11	Howrah-Delhi-Jammu Tawi	01.5-14.6	28
12	Howrah-Dehradun	04.5-08.6	12
13	Sealdah-New Alipurduar	15.4-30.6	22
14	H Nizamuddin-Jammu Tawi	14.4-30.6	68
15	Madras-Quilon	07.4-13.6	118
16	Madras-Cannonore	12.4-07.6	18
17	Bangalore City-Quilon	12.4-07.6	18
18	Secunderabad-Madras	17.4-29.5	14
19	Tirupati-Vlsakapatnam	16.4-30.5	28
20	Barauni-Delhi-Jammu Tawi	16.4-25.6	24
21	Howhar-Bombay VT	29.4-13.6	28
22	Howrah-Madras	28.4-14.6	28
23	Madras Egmore-Madurai	14.4-09.6	51
24	Mangalore-Trivandrum	12.4-07.6	48
25	Howrah-Delhi-Kalka	06.5-10.6	12
26	Secunderabad-Rajkot	14.4-26.5	14
27	New Delhi-Kathgodam (Shatabdi)	30.4-25.6	18
28	Secunderabad-Howrah	01.4-30.6	48
29	Gorakhpur-Delhi	01.5-22.6	32
30	Barauni-Ludhiana	01.5-27.6	34

(d) These Special Trains will carry approximately 1.18 million Passengers.

(e) and (f). Additional reservation and booking Counters have been opened to clear the summer rush at various stations wherever necessary.

Prices of Essential Commodities

*388. SHRI SHIVLAL NAGJIBHAI VEKARIA :
SHRI HARI KEWAL PRASAD :

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether there has been a steep rise in the prices of essential consumer items like pulses, kabuli chana, rice, sugar, edible oils, pure ghee, coffee, butter etc. during the recent months;

(b) the extent of rise in prices during the last one year, month-wise, item-wise;

(c) the reasons for increase in prices of these items;

(d) the steps taken by the Government to check prices;

(e) the steps taken for effective distribution of these items and the strengthen the Public Distribution System; and

(f) the number of guilty traders, hoarders, blackmarketeers punished during each of the last two years, State-wise?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) and (b). The monthwise variations in the WPI of essential consumer items like pulses, kabuli chana, rice, sugar, edible oils, pure ghee, coffee, butter, etc. for the last one year is given in the Statement-I enclosed.

(c) The main reason for the rise in the prices of essential consumer items is the gap in the demand and supply of these items and rise in the cost of their inputs.

(d) Government has accorded the highest priority to control the prices of all essential commodities. Apart from certain long term measures taken by the Government to increase the production of essential goods which are in short supply, other measures taken by the Government include imports of items like pulses, sugar, edible oils, butter, etc. to augment the total availability of essential commodities. Some of these commodities are also being supplied through the Public Distribution System at below market prices, and also through Cooperative stores, etc. Stringent actions are being taken against hoarders, blackmarketeers and those indulging in unfair trade practices under the Essential Commodities Act etc., by the State Governments/UTs

(e) Strengthening and streamlining of Public Distribution System (PDS) is a continual process. The operational responsibility for actual distribution of PDS commodities to the consumers is that of the State Governments/UT Administrations. State Governments have been advised to keep strict watch over supply of essential commodities and price situation and take remedial action under various Acts so that the common man does not suffer. The Central Government provides financial assistance to States/UTs for construction of godowns and purchase of vans to augment their storage and delivery system. The Government had launched Revamped Public Distribution System (RPDS) in 1992

(f) During 1994, the number of persons convicted under the Essential Commodities Act was 4078 as against 3569 in 1993. The Statewise details of convicted persons are given in the Statement-II enclosed

STATEMENT-I

Month-wise Percentage Variation in the Wholesale Price Indices of Selected Essential Consumer Items during Recent Months

(BASE 1981-82 - 100)

ITEMS

Month Ending	Pulses (sub-group)	Gram	Rice	Sugar	Edible oils (sub-group)	Pure Ghee	ITEMS	
							Coffee	Butter
1	2	3	4	5	6	7	8	9
March, 95	-3.6	-7.9	+1.1	-0.6	-0.4	-1.1	+4.1	+1.2
February, 95	-0.4	-6.4	+0.2	-1.1	+2.6	-0.2	+0.5	-1.6
January 95	-1.2	-7.8	-1.5	+0.1	+2.7	+0.4	+2.6	Steady
December 94	-2.0	-6.7	+0.8	+0.9	+2.0	-2.5	-13.2	Steady
November 94	+1.8	-1.6	+1.1	-3.8	+1.1	+2.0	-4.2	+2.4
October, 94	+7.1	+6.2	+0.7	-2.7	-1.6	+8.3	-1.1	+5.3
September, 94	+2.1	+3.4	+2.8	+1.6	+0.4	+8.7	+4.3	+9.7
August, 94	+3.1	+6.6	-2.0	-2.9	+3.6	+2.2	+1.9	-1.6

1	2	3	4	5	6	7	8	9
July 94	+2.3	+4.3	+2.4	-3.6	+2.2	+11.0	+54.6	+4.3
June, 94	+0.7	+0.1	+4.7	+1.7	+0.8	+1.8	+28.2	+5.7
May, 94	+0.4	+1.2	-0.9	+4.8	+2.0	+3.5	+26.6	+1.7
April 94	-1.6	-7.7	Steady	+1.8	+2.8	-0.3	+8.3	+1.5

Source. Office of Economic Adviser, Ministry of Industry

STATEMENT-II

*Action Taken Under Essential Commodities Act, 1955
by Stats/UTs During the Years 1993 and 1994*

[English]

Wagon Industry

S No	State/UTs	No of Persons 1993	Convicted 1994
1	Andhra Pradesh	229	4
2	Assam	-	-
3	Arunachal Pradesh	-	-
4	Bihar	-11	2
5	Gujarat	-	-
6	Goa	-	-
7	Haryana	3	-
8	Himachal Pradesh	16	-
9	Jammu and Kashmir	11	30
10	Karnataka	7	6
11	Kerala	-	1
12	Madhya Pradesh	23	13
13	Maharashtra	12	45
14	Manipur	2	-
15	Meghalaya	-	-
16	Mizoram	-	-
17	Nagaland	-	-
18	Orissa	32	11
19	Punjab	-	2
20	Rajasthan	91	255
21	Sikkim	-	-
22	Tamil Nadu	2901	3459
23	Tripura	1	-
24	Uttar Pradesh	150	200
25	West Bengal	4	-
26	A and N Islands	-	1
27	Chandigarh	-	-
28	D and N Haveli	-	-
29	Delhi	52	39
30	Daman and Diu	-	-
31	Lakshadweep	-	-
32	Pondicherry	24	10
	Total	3569	4078

*389 DR ASIM BALA :

SHRIMATI VASUNDHARA RAJE :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the wagon industry is at the verge of closure from April 1, 1995;

(b) the number of wagons ordered during last year and till date;

(c) if so, whether wagon industry had made number of requests to the Government in this regard but no action plan has been chalked out by the Railway Board.

(d) whether the Railway Ministry is not releasing orders to the wagon industry in time;

(e) whether the delay in the release of orders is causing a lot of hardship to the wagon industry as also adversely affecting the performance of the Railways.

(f) if so, the reasons for the delay in releasing order;

(g) whether Railway Board has placed any fresh orders for supply of wagons;

(h) if so, the details thereof; and

(i) the steps taken by the Government to remove the crisis of wagon industry?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) (a) to (i) During 1994-95, 12,000 wagons in terms of four wheeler units were ordered out of which 10,800 were ordered on the industry and 1200 on Railway Workshops.

For 1995-96 also, acquisition of 12,000 wagons in terms of four wheelers has been provided for in the Budget. Out of these, 1200 four wheeler units are for Railway Workshops and the balance will be ordered on wagon industry. The orders are being released shortly.

[Translation]

Agricultural Universities

*390. SHRIMATI SHEELA GAUTAM :

SHRI RAJESH KUMAR :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether any review has been conducted about the capabilities of the agricultural universities in the

country in regard to achieving the latest modern research technology in consonance with the provisions regarding agriculture research envisaged in the General Agreement on Tariffs and Trade (GATT)

(b) If so, the details thereof,

(c) If not, the reasons therefor, and

(d) the steps taken or proposed to be undertaken to ensure that latest modern agriculture research works are undertaken in these Universities in the country?

THE MINISTER OF AGRICULTURE (SHRI BAL RAM JAKHAR) (a) No, Sir

(b) Does not arise

(c) and (d) Agriculture is a state subject and the State Agriculture Universities (SAUs) functioning in the state, are autonomous. No specific review of SAUs has been made by the Government in connection with GATT. The requirements and commitments of agriculture in relation to GATT are being assessed by industries, traders and growers

The Indian Council of Agricultural Research has contributed significantly in the creation of infrastructural facilities in the SAUs through development grants and adhoc projects in front-line and strategic areas

[English]

Integrated Dairy Development Scheme

'391 SHRI P KUMARASAMY
SHRI VILASRAO NAGNATHRAO
GUNDEWAR

Will the Minister of AGRICULTURE be pleased to state

(a) the amount sanctioned and released under the

Integrated Dairy Development Scheme in Non-operation Flood Hilly and Backward Areas during 1993-94 and 1994-95, State-wise,

(b) the targets fixed and achievements made under the scheme during the above period, year-wise and State-wise

(c) whether several proposals from State Governments seeking financial assistance under the scheme are pending with the Union Government and

(d) if so the details thereof and the action proposed to be taken for early clearance thereof?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) (a) Statement-I indicating the total approved cost of the various projects approved during 1993-94 and 1994-95 under the Integrated Dairy Development Project in Non-Operation Flood, Hilly and Backward Areas and the details of funds released is enclosed

(b) Statement-II indicating the targets and achievements of key components of the projects is enclosed

(c) and (d) Proposals received from the States of Andhra Pradesh, Jammu and Kashmir, Union Territory of Andaman and Nicobar and additional proposals from Madhya Pradesh have been circulated to various Appraisal Agencies for their comments

STATEMENT-I

*Statement Showing the Approved Cost of the Projects and Funds Released under the Central Sector Scheme
Integrated Dairy Development Project in Non-Operation Flood Hilly and Backward Areas*

S No	State	Approved cost of the projects	Funds released during		Rs in lakhs
			1993-94	1994-95	
1	2	3	4	5	
(A) Projects Approved During 1993-94					
1	Arunachal Pradesh	458.50	100.00	150.00	
2	Gujarat	679.95	150.00	-	
3	Madhya Pradesh				
	Central Bastar	781.06	225.00	290.00	
	Guna				
	Narsinghpur				
4	Manipur	224.10	25.00	100.00	
5	Mizoram	367.99	100.00	146.00	
6	Nagaland	337.71	100.00	150.00	
7	Orissa - I Project	631.00	50.00	142.00	

1	2	3	4	5
8	Sikkim			
	Sikkim (North)	678.47	125.00	200.00
	Sikkim (East, West, South)			
9	Tripura - 1st Project	304.90	25.00	100.00
10	Uttar Pradesh			
	Bundelkhand Region			
	Purvanchal Region	1242.89	190.00	200.00
	Tarai Region			
(B) Projects Approved During 1994-95				
1	Assam	1260.76	-	400.00
2	Bihar	158.61	-	75.00
3	Meghalaya	141.29	-	75.00
4	Orissa II Project	443.21	-	150.00
5	Tripura II Project	319.51	-	113.00
6	West Bengal	498.88	-	200.00

STATEMENT-II

Statement Indicating the Targets and Achievements of Key Components of Integrated Dairy Development Projects in Non-Operation Flood Hilly and Backward Areas of Various States (Provisional)

S N	State	1993-94						1994-95					
		DCS Organ- ised (Cum)	DCS Mem- ber- ship (Cum)	Daily Average Milk Procur- ement (Ltrs)	Milk Market- ing (Ltrs)	Pro- cess- ing Capa- city	DCS Organ- ised (Cum)	DCS Mem- ber- ship (Cum)	Daily Average Milk Procur- ement (Ltrs)	Milk Market- ing (Ltrs)	Pro- cess- ing Capa- city		
1	2	3	4	5	6	7	8	9	10	11	12		
1	Arunachal Pradesh	T A	25 690	760 2990	5000 35	35 1010	1010 1350	3470 3470	5000 5000				
				The State Government is first concentrating on setting up of Dairy plant.									
				Plant construction work and field work in progress									
2	Assam	T A	— —	— —	— —	— —	182 12170	12170 8870	22280 22280	5000 5000			
				Project approved towards end of 1994-95									
3	Bihar	T A	— —	— —	— —	— —	35 1050	1050 1366	1353 1353	— —			
				Project approved towards end of 1994-95									
4	Gujarat	T A	— —	Project approved in March, 1994				80 80	4000 5369	5000 5902	60000 42300	— —	
5	Madhya Pradesh	T A	105 3417	4117 4078	12000 210		77 2707	7489 2975	9330 2975	9235 2975	16000 —		
			Project approved in March, 1994										
6	Manipur	T A	30 15	1530 N.A.	2270 N.A.	3240 N.A.	10000 10000	40 20	2080 1000	3130 1300	4370 2000	1000 10000	
7	Meghalaya	T A	— —	— —	— —	— —	15 —	810 Project approved towards end of 1994-95	3000 —	2860 —	1000 —		
8	Mizoram	T A	26 26	2860 not available	2760 —	4500 —	10000 —	26 26	3120 622	3280 3000	6000 3000	1000 N.A.	
										(upto Dec'94)			
9	Nagaland	T A	50 21	1790 691	2470 578	3280 682	12000 N.A.	65 21	2410 691	3560 533	4360 528	12000 N.A.	

1	2	3	4	5	6	7	8	9	10	11	12
10. Orissa (Project-I) (Project-II)	T A T A	— 39 — Project approved towards end of 1994-95	— 1000 1000 —	— 1000 — —	— 169 150 18000	175 169 150 20000	3900 3900 18000 20000	14000 13884 20000 20000	14000 13884 10000	8000 8000 —	
11. Sikkim	T A	155 143	5085 3550	6443 5270	7323 5122	— —	155 143	5085 3606 5848	8327 6000	8637 —	25000
12. Tripura (Project-I) (Project-II)	T A T A	70 65 — Project approved towards end of 1994-95	5100 3800 — —	3610 2500 — —	7590 3500 — —	10000 10000 — —	85 70 10	6530 3950 710	4900 2200 510	9110 4000 510	15000 15000 —
13. Uttar Pradesh	T A	First year of the Project starts in 1994-95	300 282	59400 68750	30750 26160	30750 26160	15270 13840	40000 40000	40000 40000	40000 40000	40000
14. West Bengal	T A	— Project approved towards end of 1994-95	— —	— —	— —	— —	80	4000 4000	4000 4000	— —	—

T - Targets, A- Achievements

A - Targets for Orissa-II project are end of the project targets, to be split into yearly targets

Women Studies Centre

'392. SHRI UDDHAB BARMAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether the University Grants Commission had set up some centres and cells in some Universities and Colleges for women studies between 1986-90;
- (b) if so, the objectives laid down for setting up these centres;
- (c) whether the U.G.C. has ordered to close down some cells;
- (d) if so, the reasons therefor; and
- (e) the steps proposed to be taken by the Government to augment the availability of funds for women studies' centres?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI MADHAVRAO SCINDIA) . (a) Yes, Sir.

(b) The basic objective of these centres is to bring about a change in the present attitude and values in society about the role of women in social, economic and political life, and to promote gender equality by education, research and extension.

- (c) No, Sir.
- (d) Does not arise.

(e) Plan grants are given by the Government to the UGC for a variety of schemes and programmes. The UGC provides assistance to women's Study Centres/ Cells having regard to its Guidelines on the subject and prioritisation of its schemes.

Operation Black Board

'393 SHRIMATI BHAVNA CHIKHLIA
SHRIMATI DIPIKA H TOPIWALA

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

- (a) whether Operation Black Board is regularly monitored and evaluated;
- (b) if so, whether any feedback is received regularly on the implementation of the scheme,
- (c) if so, what are the evaluation reports received during the last three years,
- (d) whether Government propose to introduce evaluation by external agencies, and
- (e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI MADHAVRAO SCINDIA) (a) Yes, Sir. The programme has been periodically monitored. Further seven evaluations were conducted over the last three years.

(b) and (c) The evaluation reports indicate that where implemented Operation Black board has a positive impact on learning levels. The programme implementation was also reviewed at a Conference of State Education Ministers on April 4, 1995; it was jointly decided that concrete action plans would be prepared by the States to improve implementation.

- (d) Yes, Sir.
- (e) A system of concurrent evaluation by independent agencies would be in place in 1995-96.

Seizure of Edible Oils

*394. SHRI M.V.V.S. MURTHY :

SHRI SANAT KUMAR MANDAL :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the State Government of Gujarat had seized all the edible oils from the possession of NDDB in April, 1995;

(b) if so, whether the Union Government objected to the action initiated by the State Government;

(c) if so, the main objections raised by the Union Government;

(d) the quantum of edible oils seized by the State Government from the NDDB godowns;

(e) whether this has resulted in a downward trend of edible oil prices in the market;

(f) if so, the steps taken or proposed to be taken to see that the future capability of not only NDDB, an apex body for market intervention operations (MIO) authorised by the Centre but other such Central Government bodies is not affected as a result of the raids conducted by the Gujarat State Government's Civil Supplies Department; and

(g) the total edible oil available in the godowns of NDDB at present after the seizure?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : (a) The Government of Gujarat seized 22,119 MT of edible oils stock from the godowns of NDDB located at Kandia, Rajkot, Jagudan and Anand on 4th, 5th and 6th April, 1995.

(b) to (d). The edible oils stocks of NDDB were within the stock limits permissible under the edible oilseeds and edible oils (Storage Control) Order, 1977 issued by Ministry of Civil Supplies as amended on 27.5.94 and 30.6.94. Under this storage control order, the stock limits for the domestic oil was fixed at 7700 MT for NDDB and the stock of the imported vegetable palmolein oil were exempted from the purview of the storage control order, 1977. The stock of 22,119 MT of edible oil, of which 16,963 MT of imported palmolein and 5156 MT of domestic oil were within the stock limits imposed by the Government. Therefore, the Government of Gujarat was requested to release the stock of edible oil of NDDB immediately.

(e) There is no report on any significant price variation in the edible oil market

(f) Market Intervention Operations (MIO) of NDDB came to an end on 31.3.94. NDDB is now marketing Dhara brand of edible oils on its own account on commercial basis.

Union Ministry of Civil Supplies has further amended the storage control order, 1977 on 6th April, 1995 under which all the corporations of the State and the Central level cooperatives have been exempted from the stock limits imposed under the edible oilseeds and edible oils (storage control) order, 1977. The Union Ministry of Civil Supplies has also given instructions to State Governments that the provisions of Essential Commodities Act and control order should not be used to harass traders and cooperatives for minor discrepancies etc;

(g) At present NDDB has about 26,250 MT of edible oil in its godown in Gujarat which includes both imported as well as domestic edible oil.

[Translation]

Drip Irrigation

*395. SHRI CHHEDI PASWAN :

SHRI BALRAJ PASSI :

Will the Minister of AGRICULTURE be pleased to state

(a) the details of the action taken so far by the Government to provide drip irrigation technology to the farmers of drought prone areas;

(b) the financial assistance provided under the scheme for these areas during 1994-95, State-wise;

(c) whether such assistance is being provided equally in all parts of the country;

(d) if not the reasons therefor; and

(e) the estimated number of farmers who availed of this facility during 1993-94 and 1994-95, State-wise?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : (a) Government of India is implementing a Centrally Sponsored Scheme of "Promotion of use of plastics in Agriculture" covering *inter-alia* promotion of drip irrigation technology in the country, including drought prone areas, at a proposed outlay of Rs. 200 crores during 8th Plan Period. The scheme provides for assistance for installation of drip irrigation systems on the farmer's fields, laying demonstrations in Government farms and training in the use of this technology.

(b) The financial assistance provided under the scheme to various states during 1994-95 is indicated as per Statement enclosed.

(c) and (d). No Sir, the allocations differ on the basis of the potential for adoption of drip irrigation technology and the level of awareness about the technology in each State/UT.

(e) The state-wise information about the exact number of farmers who have availed the facility during 1993-94 and 1994-95 is being collected.

STATEMENT

Statement Showing State-wise Details of the Funds Released for the Component of Drip Irrigation During the Year 1994-95 (In Lakh Rupees)

	1994-95 Actual Release
Andhra Pradesh	420.10
Arunachal Pradesh	3.30
Assam	9.90
Bihar	0.00
Goa	3.38
Gujarat	253.47
Haryana	53.18
Himachal Pradesh	8.25
Jammu and Kashmir	8.25
Karnataka	479.75
Kerala	338.25
Madhya Pradesh	134.25
Maharashtra	1203.37
Manipur	3.30
Meghalaya	3.30
Mizoram	0.00
Nagaland	3.30
Orissa	129.75
Punjab	0.00
Rajasthan	59.50
Sikkim	6.60
Tamil Nadu	382.50
Tripura	0.00
Uttar Pradesh	90.75
West Bengal	0.00
A and N Islands	3.30
Chandigarh	3.30
Daman and Diu	5.10
Delhi	4.95
D and N Havell	3.30
Lakshadweep	0.00
Pondicherry	0.75
Total	3615.15

[English]

Forest Research and Training Centres

396. SHRI PHOOL CHAND VERMA :
DR. VASANT NIWRUTTI PAWAR :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the details and objectives of the Central Forest Research and Training Centres working in the country, State-wise;

(b) the total amount spent on setting up of these centres and the amount of assistance provided by the Government during 1992-93, 1993-94 and 1994-95, centre-wise;

(c) the various jobs undertaken by these centres during the aforesaid period;

(d) whether there is any proposal to establish more such centres; and

(e) if so, the details and location thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):
(a) to (c). There are five main central forestry research and training institutions in the country. A Statement containing details and objectives of these centres as well as reply to part (b) and (c) of the Question, is enclosed

(d) and (e). A decision has been taken in principle by the Ministry of Environment and Forests to establish a "Research and Training Centre for Nursery Development" with financial assistance from Japanese Government. The project proposal *inter alia* aims at augmenting the availability of improved planting material in the country through dissemination of technical know-how to the grass root level people

The centre is proposed to be established at Chhindwara in Madhya Pradesh.

STATEMENT

Following Institutions under the Government of India Located in Different Parts of the Country are Engaged in Forestry Research and Training Activities

1. Indian Council of Forestry Research and Education (ICFRE), Dehradun.
2. Indian Plywood Industries Research and Training Institute (IPIRTI), Bangalore.
3. Indian Institute of Forest Management (IIFM), Bhopal.
4. Indira Gandhi National Forest Academy (IGNFA), Dehradun.
5. Directorate of Forest Education, Dehradun.

1. INDIAN COUNCIL OF FORESTRY RESEARCH AND EDUCATION (ICFRE, DEHRADUN, Uttar Pradesh):

It is an autonomous organisation of the Ministry of Environment and Forests and is the apex forestry research organisation of the country. Its main objective is to undertake, aid, promote and coordinate forestry research, education and extension Programmes in the country, and to act as a clearing house for research activities related to forestry and allied sciences.

ICFRE under its umbrella has 10 Institutes and 1 centre to cater to varied forestry research needs of the States of the country. These are

(i) **Forest Research Institute, Dehradun, Uttar Pradesh :**

It caters to forestry research needs of the Indo-Gangetic Plains of Punjab, Haryana, Chandigarh, Western Uttar Pradesh and Uttar Pradesh Himalayas. Research activities of the institute focus on quality seed/planting material production, eco-rehabilitation, development of non-wood forest products, afforestation of stress sites including wastelands, cultivation techniques of bamboos and production of biofertilizers.

(ii) **Institute of Social Forestry and Eco-rehabilitation, Allahabad, Uttar Pradesh .**

It deals with ecological problems of Gangetic Plain, Vindhyan region and North Bihar. Primary objective of the Centre is to develop technology for ecological rehabilitation of refractory and degraded sites in the Gangetic Plain and Vindhyan forests with a view to enhancing productivity. Thrust areas of research include reclamation of wasteland/saline-alkaline land, agroforestry and tree improvement.

(iii) **Temperate Forest Research Institute, Shimla, Himachal Pradesh .**

It is responsible for forestry needs of Himachal Pradesh and Jammu and Kashmir. Major research activities relate to regeneration of temperate forests, afforestation/rehabilitation of Himalayas and cold desert afforestation

(iv) **Arid Forest Research Institute, Jodhpur, Rajasthan**

It looks after forestry research needs of Rajasthan, Gujarat and Dadra and Nagar Haveli. Its research areas include desert afforestation with high yielding fuelwood and fodder species, development of agroforestry models for arid and semi arid regions, afforestation of saline alkaline lands etc

(v) **Tropical Forest Research Institute, Jabalpur, Madhya Pradesh**

It takes care of forestry research needs of Madhya Pradesh, Maharashtra and Orissa. Its research activities include eco-restoration of Vindhyan, Satpura hills and Western Ghats, rehabilitation of mined areas, agroforestry, tree improvement and use of biofertilizers.

(vi) **Institute of Forestry and Human Resource Development Chhindwara, Madhya Pradesh:**

It has been established very recently to carry out research related to forestry products in the tribal belt of central India. It also aims at providing forestry related professional and vocational training for human resource development.

(vii) **Institute of Forest Productivity, Ranchi, Bihar:**

It caters to forestry research needs of South Bihar, West Bengal and Union Territory of Andaman and

Nicobar Islands. It is mainly engaged in development and extension of programme packages for lac cultivation. Other research activities include hydrological studies, agroforestry etc.

(viii) **Institute of Rain and Moist Deciduous Forest, Jorhat, Assam :**

Its area of operation comprises humid zones of country in North Eastern States of Assam, Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Tripura and Sikkim. Its mandate includes research on control of shifting cultivation, multifaceted use of mangrove forests without disturbing ecological balance, energy flow in tropical forest ecosystem, mycorrhiza etc.

(ix) **Institute of Forest Genetics and Tree Breeding, Coimbatore, Tamil Nadu .**

It is responsible for overall forestry research needs of Tamil Nadu, Kerala, Lakshadweep and Pondicherry. Besides this, it is entrusted with the responsibility of developing application oriented technology for upgradation of existing genetic resources through appropriate breeding and propagation techniques.

(x) **Institute of wood Science and Technology, Bangalore, Karnataka**

It takes care of research needs of forestry and forest products in respect of States of Karnataka, Andhra Pradesh, Goa, Daman and Diu. Thrust areas of research include tree improvement, wood properties and uses, wood seasoning and preservation, chemistry of forest products and wood biodegradation.

(xi) **Forest Research Centre, Hyderabad, Andhra Pradesh :**

It has been set up very recently. Its mandate includes research on agroforestry in rainfed, coastal and degraded lands, management of mangrove forests, joint forest management etc

ICFRE was established in 1986 and was given the status of an autonomous organisation in 1991. Since ICFRE and its constituent institutes and centre have been under continuous evolution and expansion from time to time, it will not be possible to give the amount spent on setting up of ICFRE or its institutes. Financial assistance provided by Government of India for the last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	2792.00
1993-94	3608.00
1994-95	4811.00

During the last three years ICFRE and its institutes and centre carried out important research activities related to forest productivity, tree improvement, vegetative propagation, tissue culture, seed technology.

multipurpose tree species, biofertilizers, biopesticides, social forestry, agroforestry, nursery and plantation disaaaes, utilisation of timber and non-wood forest products, afforestation of cold/hot desert, saline-alkaline and minad sites, control of shifting cultivation, biodiversity conservation etc.

2. INDIAN PLYWOOD INDUSTRIES RESEARCH AND TRAINING INSTITUTE (IPIRTI), BANGALORE, Karnataka :

It is an autonomous organisation of the Ministry of Environment and Forests. It was originally set up as the Indian Plywood Manufacturers Research Association in 1962 and later on renamed as Indian Plywood Industries Research and Training Institute. Administrative control of the institute was transferred from Ministry of Industry to the Ministry of Environment and Forests in 1990.

Its objectives include (i) research to enlarge service life of wood and wood products, reduce wastage in conversion and application with the overall aim to reduce pressure on natural forests, (ii) training to improve skills, upgrade product quality and optimise production cost, and (iii) advice on standardisation of products and policy issues relating to mechanical wood industries.

Since the Institute was set up in 1962 and has expanded since then, from time to time, it will not be possible to give the amount spent on its establishment. However, the financial assistance provided by the Government of India during the last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	86.57
1993-94	105.00
1994-95	109.50

Activities undertaken by the institute during the last three years include conducting short term vocational training programmes of 1-2 week duration in critical areas of manufacure for factory personnel, conducting one year certificate course in Mechanical Wood Processing Technology, implementation of a project on development of bamboo mat board manufacturing, research and development work on testing of timbers and adhesives, engineering applications of plywood, rendering of service related to plywood manufacture to Industry etc.

3. INDIAN INSTITUTE OF FOREST MANAGEMENT (IIFM), BHOPAL, Madhya Pradesh :

IIFM Bhopal is an autonomous organisation of this Ministry established in 1981. Its objectives include

providing training in management and related subjects to personnel of state forest departments, forest development corporations and forest based industries with a view to equipping them to practise art and profession of forest management, selection and training of young talented persons for careers in management position in private and non-governmental sector.

Since the Institute was set up in 1981 and has expanded since then, from time to time, it will not be possible to give the expenditure incurred on its establishment. However, the financial assistance provided by Government of India during the last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	225.00
1993-94	300.00
1994-95	292.00

During last three years activities undertaken by IIFM include conducting regular two year Post Graduate Diploma in Forest Management, starting of an M. Phil. level course in Resource Management in 1994, organising of 25 management development programmes, 8 workshops, 3 seminars on various topical subjects of forestry management and work on 43 research projects.

4. INDIRA GANDHI NATIONAL FOREST ACADEMY (IGNFA), DEHRADUN, Uttar Pradesh :

IGNFA came into being in 1987 by upgradation of the erstwhile Indian Forest College (IFC). Its main function is to impart training to the probationers of Indian Forest Service. Since IGNFA was set up by conversion of the IFC (established 1938), and since then there has been expansion of the College/Academy. It will not be possible to give the amount spent on setting up of the Academy.

The amount of assistance provided by the Government is as under

Year	Financial Assistance (Rs. in lakhs)
1992-93	209.10
1993-94	195.07
1994-95	258.63

5. DIRECTORATE OF FOREST EDUCATION, DEHRADUN, Uttar Pradesh :

This Directorate oversees the training of State Forest Service Officers and Range Officers in the country. It is responsible for administering an identical syllabus for the training of these officers. At present it has three State Forest Service Colleges and one Rangers College

under its administrative control. The details of the colleges are as under :

(I) State Forest Service College (SFSC), Dehradun, Uttar Pradesh :

This college was started in 1981. Since there has been expansion of the college since its inception, from time to time, it will not be possible to give the amount spent on setting up this college.

The financial assistance given to the college during last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	38.31
1993-94	72.83
1994-95	90.10

57 Officers were trained in the two year regular course during the last three years. 9 refresher courses each of 2 week duration and two courses (on computers) each of 3 week duration were held during the period.

(ii) State Forest Service College (SFSC), Coimbatore, Tamil Nadu .

This college started functioning in 1980. It has since been expanded from time to time and, therefore, it will not be possible to give the amount spent on its establishment.

Financial assistance given to the college during last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	32.00
1993-94	68.18
1994-95	42.43

During last three years, 93 officers were trained in the regular two year courses. Besides, 10 refresher courses each of 2 week duration and two courses (on computers) each of 3 week duration were organised during the period.

(III) State Forest Service College (SFSC), Burnihat, Assam :

This college was opened in 1976. Since then expenditure has been incurred continuously on its development and, therefore, it will not be possible to give the amount spent on its establishment.

Financial assistance given to the college during the last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	20.82
1993-94	28.07
1994-95	33.00

No regular two year course has been held during the last three years. However, 8 refresher courses each of 2 week duration were held during the period.

(iv) Eastern Forest Rangers College (EFRC), Kurseong, West Bengal :

This college was started in 1974. Since then expenditure has been incurred continuously on its development and, therefore, it will not be possible to give the amount spent on its establishment.

Financial assistance given to the College during last three years is as under :

Year	Financial Assistance (Rs. in lakhs)
1992-93	10.92
1993-94	17.61
1994-95	29.32

During the last three years, 62 officers have been trained in the College.

Issue Price of Foodgrains

***397. SHRI RAM KAPSE :**

SHRI MOHAN SINGH (Deoria)

Will the Minister of FOOD be pleased to state

(a) whether the Government propose to increase/reduce the issue prices of LPG, kerosene, sugar, rice and wheat being sold through Public Distribution System;

(b) if so, the criteria adopted for the same and by when a final decision is likely to be taken by the Government in this regard;

(c) the extent to which the subsidy has increased, following the increase in prices; and

(d) whether even after increase in subsidy, the PDS is not functioning smoothly?

THE MINISTER OF FOOD (SHRI AJIT SINGH) . (a) and (b). Issue Price of wheat, rice and sugar sold through Public Distribution System are fixed by the Government after taking into account the relevant considerations like the procurement price paid to the farmers, procurement incidentals incurred by the procuring agencies; the interest on the capital for a limited period, and transportation cost upto the FCI godowns.

Similarly, Issue Prices of LPG and Kerosene are decided by the Ministry of Petroleum and Natural Gas after considering the relevant factors.

No decision to change the current issue prices of the aforesaid commodities has so far been taken.

(c) Issue Prices of wheat and rice have not been changed since February, 1994 resulting in the increase in the subsidy to the tune of Rs. 632 crores in 1994-95.

So far as sugar is concerned, the system of dual pricing is in vogue; and normally the Central Government does not release any subsidy for sugar through the Public Distribution System.

So far as Kerosene and LPG are concerned, the prices of Kerosene have not been increased since 1991 and LPG since January 1994. During 1994-95 the estimated burden of subsidy has gone up by Rs. 116 crores as compared to 1993-94 on the Oil Industry Pool Account.

(d) Strengthening and streamlining of the Public Distribution System is a continuous process. The Operational responsibility for distribution of PDS Commodities is that of the State Government.

Indo-China Agreement

*398. SHRI BOLLA BULLI RAMAIAH : Will the Minister of AGRICULTURE be pleased to state :

(a) whether India has urged the China to cooperate in Agriculture;

(b) if so, whether China has accepted the Indian offer;

(c) if so, whether any agreement has been reached; and

(d) if so, the details of the agreement signed?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : (a) to (d). A Memorandum of Understanding (MoU) has been signed between India and China in Beijing on 11 April, 1992 with the objectives of enhancing scientific, technical and economic cooperation in the field of agriculture. A Work Plan to give effect to the Memorandum of Understanding, has also been signed between the two countries which is valid upto 31st December, 1995.

The MoU includes the following :

- (I) Exchange of scientific and technical information and materials.
- (II) Exchange of germ-plasm, seeds, seedlings and breeding materials.
- (III) Exchange of trainees, delegations of scientists and specialists.
- (IV) Joint agricultural research programmes.
- (V) Exchange of results of research and experiments.
- (VI) Organisation of lectures, workshops, symposia and exhibitions etc.

Subsidy in Transport Costs

*399. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of RAILWAYS pleased to state :

(a) whether the Railways propose to withdraw subsidy in transport costs of moving fertilizers and meat items of consumption;

(b) the present amount of subsidy on above items per year; and

(c) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) and (c). Railways have been transporting some commodities of mass consumption below the cost of operation. The estimated loss incurred by the Railways on this account for the year 1994-95 is Rs. 142.38 crores.

Survival Rate of Plantation

*400. SHRI SHIV SHARAN VERMA : SHRI PARAS RAM BHARDWAJ :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether any evaluation has ever been made as how many saplings are able to survive after the second or third year of their plantation;

(b) if so, the details thereof, State-wise;

(c) whether it is a fact that there is no body to see whether the saplings so planted do survive or not after two to three years or even after one year of their plantation;

(d) if so, the reasons therefor; and

(e) the remedial steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) and (b). State Governments and Union Territory Administrations have their own systems and mechanisms to monitor and evaluate the survival rate of plantations. The National Afforestation and Eco-Development Board in the Ministry of Environment and Forests, as the Central Nodal Agency for Point number 16 under the Twenty Point Programme, commissions survival rate studies of the plantations through independent experts, organisations and institutions. These studies are undertaken in about 50 randomly selected districts in the country in a year. Details of the survival rate studies for the year 1991-92 and 1992-93 are given in the Statements-I and II enclosed. These studies show that though there are location-wise, species-wise variations in survival percentage of trees, the general survival rate of plantations after one year of planting varies from 55% to 80%.

State Forest Departments monitor the survival rate up to the third year after the planting and undertake casualty replacements as required.

(c) No, Sir.

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

STATEMENT-I

Results of Survival Rate Studies Conducted Through Independent Experts/Agencies in Respect of Plantation Carried out during 1991-92

S.No.	Name of District	Average Survival Percentage*
1	2	3
1.	West Tripura	70.6
2.	West Kameng	80.3
3.	West Khasi Hills	65.8
4.	Mehsana	70.0 above
5.	Koraput	85.0 - 90.0
6.	Mandi	78.34
7.	Alwar	88.22
8.	Sangrour	86.4
9.	Jalaun	82.85
10.	Bareilly	74.25
11.	Sarguja	75.48
12.	Jorhat	40.0-50.0
13.	Mokakchung	80.0-90.0
14.	Manipur	70.0-80.0
15.	Bahraich	85.2
16.	Chandrapur	64.5
17.	Chindwara	64.5
18.	Kapurthala	91.7
19.	Midnapur	49.2
20.	Nadia	79.6
21.	Sambalpur	81.4
22.	South Sikkim	50.6
23.	Medak	62.8
24.	Goa	68.0
25.	Idduki	71.78
26.	Kasargod	84.83
27.	Jalgaon	77.71
28.	Thanjavur	81.2
29.	East Godawari	68.28
30.	Kathua	62.17
31.	Kolar	70-90
32.	Bastar	82.07
33.	Paurl Garhwal	77.72
34.	Jamnagar	70.0 and above
35.	Barmer	72.0
36.	Mandsaur	51.43
37.	Churu	72 to 87
38.	Dungarpur	65 to 85
39.	Bhiwani	60 to 98

1	2	3
40.	Nettore	82.7
41.	Nilgiris.	70 to 90
42.	Guibarga	22.
43.	Mangalore (South Kaannara)	87
44.	Dharampuri	69

* Subject to specieswise/locationwise variations.

STATEMENT-II

Results of Survival Rate Studies Conducted through Independent Experts/Agencies in Respect of Plantation Carried out during 1992-93

S.No.	Name of District	Average Survival Percentage*
1	2	3
1.	Mahabubnagar	67.17
2.	Trissur	44.53
3.	Shimoga	67.39
4.	Khammam	63.73
5.	Hoshangabad	72.34
6.	Quilon	84.78
7.	Baran	79.00
8.	Bikaner	68.25
9.	Udalpur	72.75
10.	Singhbhum	84.85
11.	Jalpaiguri	55.5
12.	Dhule	74.92
13.	West Sikkim	51.13
14.	Salem	72.5
15.	East Khasi Hills	59.5
16.	West Manipur	79.7
17.	North Tripura	73.3
18.	Karbi Anglong	60
19.	Aizawl	55 to 65
20.	Kohima	70 to 80
21.	West Siang	60 to 70
22.	Phulbani	85 to 95
23.	North Arcot	84
24.	Periyar	79
25.	Chamba	59.48
26.	Rohtak	83.6
27.	Bhatinda	80
28.	Ambala	67 to 78
29.	Hoahiarpur	62 to 86
30.	Gorakhpur	63.31

1	2	3
31. Pithoragarh		60
32. Mirzapur		65
33. Shilvpuri		78.4
34. Cuddapah		60
35. Junagarh		70.8
36. Bhandara		65.93
37. Udhampur		82.1
38. Purulia	0 to 90	
39. West Champaran		82
40. Sirmaur		67.17
41. Sundergarh		86.7
42. Dhenkanal	80 to 93	
43. Kolhapur		85
44. Bilaupur		75

* Subject to specieswise/locationwise variations.

Education for Tribal People

3930. SHRI JITENDRA NATH DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether there is any special programme to educate the tribal people; and
- (b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). In addition to the general schemes for the development of education in the country, the Ministry of Welfare is administering the following schemes for the education of Tribal People:

- (i) Hostels for Scheduled Tribe Boys and Girls;
- (ii) Ashram schools in Tribal Sub-Plan Areas;
- (iii) Vocational Training Institutes in Tribal Areas;
- (iv) Educational Complexes in low Literacy Areas for development of female literacy among Tribal Areas;
- (v) Post-matric scholarships and
- (vi) Coaching centres for competitive examinations.

Doubling of Railway Line

3931. SHRI MULLAPALLY RAMCHANDRAN

SHRI V.S. VIJAYARAGHAVAN

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the work for the doubling of railway line between Shoranur and Mangalore has actually started and included under BOLT Scheme;

(b) if so, the details thereof and the amount allocated for the project;

(c) the quantum utilised for this project;

(d) whether land has been acquired for the project;

(e) if so, the details thereof;

(f) whether the participation of the State Government in land acquisition for this project has been satisfactory; and the reason for not entrusting this work to the Konkan Railway Corporation to which the Kerala Government has already contributed Rs. 36 crores; and

(g) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI G.K. JAFFER SHARIEF) : (a) to (g) The information is being collected and will be laid on the Table of the Sabha.

Diesel Locos

3932. SHRI SUKHENDU KHAN :

SHRI HARADHAN ROY :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of goods trains running between Howrah and Asansol with diesel locos;

(b) the number and names of passenger, mail and express trains are being hauled by diesel locos between Howrah and Asansol both up and down directions;

(c) the expenses incurred for running of trains with diesel locos on the above section during the last three years, year-wise;

(d) the reasons for utilisation of diesel engine on this electrified route;

(e) whether there is any proposal to run all the trains including 2305/2306 with electric locos on the section; and

(f) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) All through goods trains between Howrah and Asansol are run with electric locomotives. Trains to and from Khana/Sainthia and Jhajha running with diesel engines are taken to their destination on Howrah-Asansol section through diesel.

(b) The details are as given below :

3005/3006	- Howrah-Amritsar Mail.	DAILY'
3073/3074	- Himgiri Express	TRIWEEKLY
3025/3026	- Poorvanchal Express	WEEKLY
2303/2304	- Poorva Express	4 days a week
2305/2306	- Rajdhani Express (Via Patna)	BIWEEKLY

(c) Such information is not maintained.

(d) Operational convenience.

(e) At present there is no such proposal.

(f) Does not arise.

[Translation]

Railway Projects

3933. SHRI KHELAN RAM JANGDE : Will the Minister of RAILWAYS be pleased to state :

(a) the targets fixed for the completion of various ongoing Railway projects in Madhya Pradesh;
 (b) the progress made so far in this regard;

(c) the steps taken to complete them expeditiously; and

(d) the increase in the cost of these projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The details of the various ongoing projects relating to new lines, gauge conversions, doublings and electrification, currently in progress in the State of Madhya Pradesh are as under:

Name of Project	Target date for Completion	Percentage Progress
1. NEW LINES		
i. Guna-Etawah rail line	On Guna-Gwalior route, the remaining portion for Khajuri-Mohana-Panihar will be completed in 1997-98 and the portion from Nonera to Bhind and Etawah in the Ninth Plan	55%
ii. Godhra-Dahod-Indore and Dewas-Maksi	The work which had been frozen is under consideration for defreezing	36%
2. GAUGE CONVERSIONS		
i. Neemuch-Ratlam	Ninth Plan period	8%
ii. Parasia-Chhindwara	1995-96	1%
3. DOUBLINGS		
i. Bilaspur-Akaltara Third Line		75%
ii. Anas Bridge	1995-96	50%
III. Pirumrod-Bercha		50%
iv. Bairagarh-Phanda		75%
v. Akaltara-Champa Third Line with OHE	1997-98	0.2%
4. ELECTRIFICATION		
i. Bina-Katni	The complete section has been energised for electric traction services. Some residual works are in hand	The projects have been completed. Residual works are in hand.
ii. Katni-Anuppur-Bilaspur	-do-	

(c) Adequate funds and materials are being made available to the concerned Zonal Railways for completion of the various ongoing projects in Madhya Pradesh, as per the scheduled programme for progressing these projects.

(d) Out of the above projects, increase has so far been reported only in the cost of Guna-Etawah and Godhra-Dahod-Indore and Dewas-Maksi new rail line projects and is mainly on account of price escalation. The details are given below :

Name of Project	Original Cost (Rs. in Crores)	Latest Cost (Rs. in Crores)
I. Guna-Etawah	158.77	258
II. Godhra-Dahod-Indore and Dewas-Maksi	297.14	327

Distribution of Kerosene

3934. SHRI MAHESH KANODIA : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Union Government have received some suggestions from various State Governments particularly from Gujarat Government for distribution of kerosene to the backward classes in rural and tribal areas;

(b) if so, the details thereof; State-wise;

(c) the action taken on these suggestions; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) to (d). Central Government makes bulk allocation of kerosene for the Public Distribution System to the States/UTs. Sub-allocation to different regions within a State and decisions on entitlement criteria and scales of entitlement are matters within the administrative jurisdiction of the State Governments. The Central Government has not received any specific suggestion from any State/UT including Gujarat for distribution of kerosene to the backward classes in rural and tribal areas.

[English]

DMU Trains

3935 SHRI DHARAM PAL SINGH MALIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to introduce DMU trains from Bahadurgarh/Rohtak to Shakurbasti/Delhi during the peak hours for the convenience of daily commuters;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) There is no proposal at present.

(b) Does not arise.

(c) Operational and resource constraints.

Road Over-bridge

3936 PROF. SUSANTA CHAKRABORTY : Will the Minister of RAILWAYS pleased to state

(a) whether the Government have any scheme of constructing a road over-bridge near Santragachi Railway Station in the South-Eastern Railway section at Howrah in West Bengal;

(b) if so, whether any time bound programme has been chalked out in this regard, and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) and (c). Bridge is expected to be completed in March '97.

Goods Sheds and Railway Sidings

3937 SHRI AJOY MUKHOPADHYAY : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of goods sheds and railway sidings, closed during the last three years, State-wise; and

(b) the quantum of traffic and earnings of these closed sheds while in operation at the current tariff rate?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) A Statement is enclosed.

(b) These goods sheds were closed because their earnings were less than Rs. 5 lakh per annum at the time of their closure. It is not feasible to quantify the earnings at the present tariff rate.

STATEMENT

589 Goods Sheds and Railway Sidings have been Closed for Goods Traffic during the Last Three Years State-wise Position is as under

No. of goods sheds and railway sidings closed		
Maharashtra	-	55
Madhya Pradesh	-	53
Uttar Pradesh	-	144
Haryana	-	15
Rajasthan	-	80
Karnataka	-	11
West Bengal	-	36
Bihar	-	64
Tamil Nadu	-	24
Kerala	-	5
Andhra Pradesh	-	34
Orissa	-	16
Punjab	-	27
Himachal Pradesh	-	9
Jammu and Kashmir	-	1
Gujarat	-	10
Goa	-	2
Assam	-	23
		589

[Translation]

Sale of Fertilizers

3938. SHRI N.J. RATHVA : Will the Minister of AGRICULTURE be pleased to state :

(a) the amount allocated to the Government of Gujarat for sale of decontrolled fertilizers on concessional rates to the farmers during 1992-93 and 1993-94;

(b) whether the Government have received any complaints in regard to the misuse of the aforesaid funds;

(c) if so, the details thereof; and
 (d) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Funds amounting to Rs. 1469 lakhs during 1992-93 and Rs. 3645.70 lakhs during 1993-94 were released to Gujarat for concessional sale of decontrolled phosphatic and potassic fertilizers to the farmers. In addition, an amount of Rs. 374.63 lakhs was released to Gujarat during 1994-95 to clear the outstanding dues of 1993-94 under this scheme.

(b) No, Sir.
 (c) and (d). Does not arise.

[English]

Sugarcane Prices

3939. SHRI HARISH NARAYAN PRABHU ZANTYE: Will the Minister of FOOD be pleased to state :

(a) whether attention of the Government has been drawn to the news item captioned 'National Board for cane pricing mooted' appeared in the "Economic Times" dated April 4, 1995,

(b) If so, the reaction of the Government to the observations made therein and facts of the matter;

(c) the status of the proposal; and

(d) the details of the steps taken/proposed to be taken to ensure that remunerative prices to the cane growers and establish farmers friendly Marketing Network in sugar growing areas?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) Yes, Sir.

(b) to (d). A Conference of Sugar Ministers of all the sugar producing States/UTs has been convened on 6th May, 1995 to consider among other things, the recommendations made by the Committee of five Ministers relating to pricing policy for sugarcane

[Translation]

Railway Stations

3940. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of RAILWAYS be pleased to state :

(a) the major railway stations in Bihar which are being expanded and developed at present; and

(b) the amount proposed to be spent, station-wise and the amount already spent thereon and the time limit fixed for completion of work on each station separately?

THE MINISTER OF RAILWAYS (SHRI C K: JAFFER SHARIEF) : (a) and (b). The details are as under

Station	Amount Proposed to be spent (in lakh of Rupees)	Amount already spent	Target
Muzaffarpur	82.50	52.50	1995-96
Hazipur	7.50	5.00	1995-96
Samastipur	34.16	0.72	1995-96
Saharsa	5.20	2.11	1995-96
Motihari	2.30	NIL	1995-96
Siwan	19.93	14.10	1995-96
Chhapra	21.84	0.33	1995-96
Bokaro Steel City	43.03	32.98	1995-96
Chakradharpur	42.25	9.27	1996-97
Hatia	83.36	0.24	1996-97
Ranchi	43.35	31.00	1996-97
Tatanagar	40.42	27.12	1995-96
Muri	2.86	NIL	1995-96
Katihar	329.81	201.23	1996-97
Kishanganj	48.01	29.61	1996-97
Barsoi	12.22	6.45	1996-97
Patna	523.24	449.45	1995-96
Dhanbad	143.00	95.86	1995-96
Gaya	45.92	44.92	1995-96
Kiul	22.97	16.97	1995-96

[English]

Great Indian Bustard

3941. SHRI SYED SHAHABUDDIN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether any study has been undertaken recently about the population of Great Indian Bustard;

(b) if so, whether the study has reported a declining trend in its population;

(c) the steps taken to check this trend;

(d) whether any cases of poaching have come to the notice of the Government during 1994-95;

(e) whether any shooting has been authorised by the Government during 1994-95; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH).

(a) to (c). A study on ecology of certain endangered species of wildlife and their habitats including the Great Indian Bustard was conducted by Bombay Natural History Society (BNHS) in 1982-84. According to the report published by BNHS in 1987, there were 1500 to

2000 birds in the whole country. The study has not reported any declining trend in the population of this species. The following measures have been taken to assure conservation of the Great Indian Bustard :

- (i) A network of national parks and sanctuaries have been established in various states which are known habitats of the bird to protect the species and its habitat.
- (ii) Central assistance is given to the States whenever requested for improved management of these Sanctuaries and national parks.
- (iii) The bird is placed in Schedule I of Wild Life (Protection) Act, 1972 thereby giving the species maximum legal protection.
- (iv) Trade in a scheduled species and its products is totally banned by law.
- (v) India is a signatory to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) which regulates the International trade in endangered species. This species is placed in Appendix I of the CITES.
- (vi) State Governments take up awareness programmes for educating people about the importance of the wild life of the country and necessity of protecting it.
- (d) and (e). No, Sir.
- (f) Does not arise.

[Translation]

Indian Veterinary Research Institute

3942. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of AGRICULTURE be pleased to state :

(a) the percentage of the total annual budget of the Indian Veterinary Research Institute being spent on salaries of the employees and on research separately; and

(b) the number of techniques developed by the Institute for the benefit of the farmers during the last three years and the efforts made to make them available to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Salary of Employees 52%

Research activities 48%

(b) Four types of techniques viz new strains of pigs; immunodiagnosis/vaccines against foot and

mouth disease, theileria, babesia, infectious bursal disease; processing meat and bone meal and evolving non-conventional feed rations have been developed.

The techniques were made available to the farmers through extension activities of the Institute including publication of pamphlets and organisation of health camps.

[English]

Railway Line

3943. DR. RAM CHANDRA DOME : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to lay an additional railway line between Barddhaman and Howrah via H.B. Chord;

- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) Does not arise.

(c) Constraint of resources.

Passenger Amenities

3944. SHRI PIUS TIRKEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the New Jalpaiguri Railway station of North Frontier Railway is lacking in civil amenities like toilet, drinking water, stalls at platform and other passenger facilities;

- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

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

[Translation]

Over-Bridge

3945. SHRI BHUBANESHWAR PRASAD MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to construct over-bridge on Gurpa and Gajhaldi stations on Gaya-Koderma section under Eastern Railway;

- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). No, Sir. These stations are dealing with meagre volume of passenger traffic. Provision of foot-over-bridges at the stations will be considered when so warranted by increase in volume of passenger traffic.

[English]

Train Ticket Examiners

3946. SHRI RAMCHANDRA MAROTRAO GHANGARE : Will the Minister of RAILWAYS be pleased to state :

(a) the sanctioned strength of the Train Ticket Examiners for the Nagpur Division of the Central Railway;

(b) the number of vacancies of TTE's exist in the Nagpur Division at present;

(c) whether the Government are contemplating to fill up the vacancies;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (b). The sanctioned strength and the number of vacancies of TTEs on Nagpur Division are 425 and 70, respectively.

(c) to (e). The vacancies will be filled up through promotion and recruitment through Railway Recruitment Board.

Beautification-cum-Maintenance Scheme

3947. SHRI ANNA JOSHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether a beautification-cum-maintenance scheme has been introduced at some stations under the privatisation programme;

(b) if so, the details thereof;

(c) the norms and conditions for granting the works;

(d) the estimated cost to be incurred thereon, stationwise;

(e) whether the Government propose to introduce this scheme at all the stations in the country; and

(f) if so, the details thereof;

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (f). With the objective of better beautification/maintenance and increasing revenue from commercial advertisement, zonal railways have been advised to identify the stations and enter into agreements with the interested parties. The salient features of the schemes are as under :

(I) The contract will normally be for a period of 3 years.

(II) The licensee will be given sole right for exhibiting prescribed number of commercial advertisements at the station, with the prior approval of the competent authority.

(III) The licensee will beautify the station by painting platform/roof, main building, ticket window area etc.

(iv) The licensee will pay a lumpsum fee as fixed by the railways.

(v) The licensee will keep a security deposit as fixed by the railways for the due and satisfactory fulfilment of the terms and conditions of the agreement. At present the scheme has been introduced at 22 stations. The scheme will be extended at other stations also. Consequent upon introduction of this scheme, a total earning/saving of Rs. 122.42 lakhs per annum is expected.

Super Bazar

3948. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) details of the benefits of decentralisation of the accounting system in Super Bazar which surfaced as to its continuance or otherwise;

(b) the reasons for the accounts officer not reporting to the Manager, Regional Distribution Centre and making him independent;

(c) the steps taken to make the A.O. answerable and accountable to the Manager R.D.C.;

(d) whether there is any proposal to make the Manager R.D.C. accountable and responsible for the availability of all items on the inventory of the Super Bazar in the mini branches under that Regional Distribution Centre; and

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

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) Decentralisation of accounting system is in operation since September, 1994. Account Officers and other staff has been deputed at all the Regional Distribution Centres as per decentralisation accounting manual/system. Accounts are under finalisation for the year 1994-95

(b) and (c). Responsibilities and duties to Assistant Accounts Officer/Accounts Officers have been assigned as per decentralisation manual/system. They are in the same grade as the Regional Distribution Centre Managers are and enjoy equal status. Accounting system is observed by the Accounts Officers/Assistant Account Officers as per direction of Controller of Accounts and Finance under whom they are working, as it is a specialised nature of work.

(d) and (e). No, Sir. Initially new introduction are sent to the mini branches and thereafter the procurement of items is as per the demands of the respective areas according to which indents are raised by the Regional Distribution Centre Manager after consolidation and the orders for the same placed by the procurement Cell.

[Translation]

External Assistance for Environment

3949. SHRI RAM PRASAD SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the names of the world organisations which have given financial assistance to the Government for various environmental programmes during the last three years;

(b) the total amount received therefrom during the said period project-wise, and

(c) the progress made in implementing the projects, project-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) The world organisations such as World Bank, United Nations Development Programme (UNDP), United Nations Industrial Development Organisation (UNIDO), United Nations Environment Programme (UNEP), Asian Development Bank (ADB), European Economic Community (EEC) have given financial assistance to various environmental programmes.

(b) and (c). A Statement giving details of the external assistance received for various environmental projects and their progress is enclosed.

STATEMENT

S No.	Name of the Project	Aid Agency	Amount	Project period	Remarks
1	2	3	4	5	6
1.	National Programme for Environmental Management of Coal fired Power Generation.	ADB	US \$6,00,000	1993-94	The Study was completed in May, 1994.
2.	India-Environment Action Programme.	UNDP	US \$3,90,000	1992-95	Environment Action Programme document was prepared in December, 1993.
3.	Eco-Development Project (Project preparation of India's Eco-Development Project for eight sites and pilot eco-development projects).	UNDP	US \$2,13,000	1994-95	Project document prepared and sent to World Bank.
4	Formulation of National Forestry Action Programme.	UNDP	US \$7,16,000	1994-95	Many studies have been undertaken on various subjects. Forest sector studies have been carried out for States and Union Territories.
5.	Forestry Research, Education & Extension Project(FREE) of Indian Council of Forestry Research & Education(ICFRE)	World Bank	Rs. 129 crores	1994-98	Project under implementation. Rs. 18.13 crores spent in 1994-95.
6	Ganga Action Programme(GAP)	World Bank	Rs. 47 crores	1987-96	Project under implementation.
	(a) Uttar Pradesh UDP Project:				
	(i) Uttar Pradesh				Rs. 11.84 crores spent during the last three years.
	(ii) West Bengal				Rs. 4.27 crores spent.
7.	Development of Environmental Resource Management Network ERMN together with a Supporting Environmental Resource Information System - Wildlife Institute of India.	World Bank	US \$413,000	1994-96	Project under implementation.

1	2	3	4	5	6
8.	Strengthening Wildlife Management and Eco-development Planning Capabilities - Wildlife Institute of India.	UNDP	Rs. 4.03 crores	1993-98	Project under implementation.
9.	Industrial Pollution Control Project Phase-I (Strengthening Pollution Control Boards of Gujarat, Maharashtra, Tamil Nadu and Uttar Pradesh).	World Bank	US \$155.6 m.	1991-97	Project under implementation. US \$125 m. spent.
10.	Industrial Pollution Control Project Phase-II (Strengthening Pollution Control Boards of Madhya Pradesh, Rajasthan, Karnataka and Andhra Pradesh).	World Bank	US \$168 m.	1995-2001	Project under implementation
11.	Montreal Protocol Projects to phase out Ozone depleting substances.	World Bank/ UNDP/ UNIDO/ UNEP.	US \$11,435,511 (upto present)	1993-2010	30 projects sanctioned so far, are under implementation. As more projects are prepared and submitted the amount of assistance will proportionately go up.
12.	Forestry Development Project, West Bengal.	World Bank	US \$34 m.	1992-97	Project under implementation. Rs. 29 crores spent during the last 3 years.
13	Forestry Sector Project, Maharashtra.	World Bank	US \$124 m.	1992-98	Project under implementation. Rs. 30.84 crores spent during the last 3 years.
14.	Aravalli Hills Afforestation Project, Haryana.	EEC	ECU 23.20 m.	1990-98	Project under implementation. Rs. 25.08 crores spent during the last 3 years,
15	Forestry Project, Andhra Pradesh.	World Bank	US \$77.4 m.	1994-2000	Project under implementation. Rs. 41.27 lakhs spent during the last year.
16	Projects approved under Global Environment Facility (GEF) :				
	(a) Alternate Energy Project.	World Bank	US \$30 m.	-	Project under implementation.
	(b) Optimising Development of Small Hydel Resources the Hilly Regions of India.	UNDP	US \$7.5 m.	-	Project under implementation
	(c) Development of High Rate Biomethanation Process as a means of reducing GHG emissions.	UNDP	US \$5.4 m.	-	Project under implementation.
	(d) Cost Effective Options for limiting GHG emissions.	World Bank	US \$1.5 m.	-	Project under implementation.

[English]

Production of Soyabean

3950. SHRI AMAR ROYPRADHAN : Will the Minister of AGRICULTURE be pleased to state :

- (a) the actual demand and production of soyabean during 1994-95 in the country and the target fixed for 1995-96;
- (b) whether the target set for 1994-95 has been achieved;
- (c) if not, the reasons therefor;
- (d) the steps proposed to be taken to achieve the target during 1995-96;
- (e) whether the Government have decided to import the soyabean to meet the domestic demand;
- (f) if so, whether the Government have assessed the likely adverse impact of such import on domestic growers; and
- (g) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) to (c). The target for soyabean production during 1994-95 fixed on the basis of requirements, was 40.00 lakh tonnes; against this a production of 36.80 lakh tonnes is expected. This is because of less area covered under the crop in the major soyabean producing States due to excessive rains. The target for the year 1995-96 has been fixed at 43.00 lakh tonnes.

(d) In order to increase the productivity and production of soyabean in the country, a Centrally Sponsored Scheme of Oilseeds Production Programme is being implemented in the major soyabean growing States under which financial assistance is provided for production and distribution of seeds, demonstrations to transfer technology, distribution of sprinkler irrigation systems and improved, farm implements, distribution of Gypsum, Pyrites and micro-nutrients, etc

(e) to (g). In view of the shortfall in production in the year 1994-95, some solvent extraction units under the Soyabean Processors Association have been permitted to import soyabean under certain conditions.

[Translation]

Train between Jind and Delhi

3951. SHRI NARAIN SINGH CHAUDHRI : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government propose to introduce a new train from Jind to Delhi in the morning; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) Due to operational constraints and lack of resources.

[English]

Agricultural Universities

3952. SHRI R. SURENDER REDDY : Will the Minister of AGRICULTURE be pleased to state :

- (a) the State-wise details of the Agricultural Universities functioning presently in the country and details of their funding/financing;
- (b) whether the Government have undertaken any study/assessment in recent years which has revealed that the number of agricultural universities/colleges functioning presently in the country far exceeds our needs;
- (c) if so, the details thereof;

(d) whether there is any body like the University Grants Commission at the Union Government level or otherwise to regulate setting up funding, recognition, evaluating of quality of education and training imparted, standard of education etc.;

- (e) if so, the details thereof;
- (f) if not, whether there is any proposal to set up the same in consultation with State Governments; and
- (g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Information has been given in the Statement enclosed.

(b) No, Sir.

(c) Does not arise.

(d) and (e). Yes, Sir. The Indian Council of Agricultural Research acts as University Grants Commission for Agricultural Universities in the country. However, agricultural education being a State Subject, setting up of colleges and universities fall within the purview of states. As far as development and research grants, recognition, evaluation of quality of education and training imparted, standard of education etc. are concerned, the Council performs these functions through committees set up for the purposes.

(f) and (g). Does not arise.

STATEMENT

(Rupees in lacs)

S.No.	State Agricultural Universities	Funds Released as Developmental Grants by ICAR			
		1992-93	1993-94	1994-95	Total
1.	APAU, Hyderabad (AP)	60.00	-	33.00	93.00
2.	AAU, Jorhat (Assam)	60.00	50.00	67.00	177.00
3.	BCKVV, Mohanpur (W.B.)	33.00	-	-	33.00
4.	BAU, Ranchi (Bihar)	25.00	-	-	25.00
5.	CSAUA&T, Kanpur (UP)	23.00	-	-	23.00
6.	Dr. YSPUH&F, Solan (HP)	54.00	25.00	-	79.00
7.	GAU, Anand (Gujarat)	33.00	-	67.00	100.00
8.	GBPUA&T, Pantnagar (UP)	53.00	42.00	61.00	156.00
9.	HAU, Hisar, (Haryana)	63.00	70.00	72.00	205.00
10.	HPKVV, Palampur (HP)	54.00	50.00	-	104.00
11.	IGKVV, Raipur (MP)	27.00	-	83.00	110.00
12.	JNKVV, Jabalpur (MP)	27.00	-	-	27.00
13.	KAU, Trichur (Kerala)	66.00	163.50	44.00	273.50
14.	KKV, Dapoli (Maharashtra)	20.00	-	70.00	90.00
15.	MPAU, Rahuri (Maharashtra)	20.00	-	66.50	86.50
16.	MAU, Parbhani (Maharashtra)	20.00	-	44.01	64.01
17.	NDUA&T, Faizabad (UP)	43.00	44.00	28.00	115.00
18.	NDUA&T, Bhubaneswar (Orissa)	33.00	-	-	33.00
19.	PAU, Ludhiana (Punjab)	60.00	70.00	56.50	186.50
20.	PKV, Akola (Maharashtra)	20.00	-	20.00	40.00
21.	RAU, Bikaner (Rajasthan)	33.00	-	27.00	60.00
22.	RAU, Pusa, Samastipur (Bihar)	27.00	-	-	27.00
23.	SKUAS&T, Jammu (J&K)	30.00	-	60.00	90.00
24.	TNAU, Coimbatore (T.N.)	28.00	49.00	50.67	127.67
25.	TNVASU, Madras (T.N.)	27.00	28.00	117.00	172.00
26.	UAS, Bangalore (Karnataka)	56.00	30.00	136.37	222.37
27.	UAS, Dharwad (Gujarat)	25.00	-	70.00	95.00

CENTRAL AGRICULTURAL UNIVERSITY

1. CAU, Imphal.
(Deemed Universities)
1. IARI, New Delhi.
2. IVRI, Izzatnagar.
3. CIFE, Bombay.
4. NDRI, Karnal.

[Translation]

Milk Production in Uttar Pradesh

3953. SHRI SURENDRA PAL PATHAK : Will the Minister of AGRICULTURE be pleased to state :

(a) the national average production of milk at present and the contribution of Uttar Pradesh therein;

(b) the measures being taken by the Government to bring the milk production in Uttar Pradesh at par with the national average;

(c) whether the Government propose to promote co-operative in Uttar Pradesh to increase milk production in the State;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) . (a) As per the provisional estimates of milk production, the national average of milk production during 1992-93 was 181 grams per head per day and the contribution of Uttar Pradesh in it was 203 grams per head per day.

(b) The milk production in terms of per capita availability of milk in Uttar Pradesh is already more than the national average.

(c) Yes, Sir.

(d) By December, 1994 about 8607 village dairy cooperative societies covering 4.66 lakh farmer members have been organised in the State.

(e) Question does not arise.

[English]

Vehicular Emission Standards

3954. SHRI JAGMEET SINGH BRAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have advanced the enforcement of vehicular emission standards in the four metropolitan cities by one year;

(b) if so, the reasons therefor;

(c) whether the Government propose to extend enforcement provisions of vehicular emission standards to other cities of country in phases; and

(d) if so, the details thereof with names of cities to be covered, phase-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). While the enforcement of vehicular emission standards in the four metropolitan cities of Bombay, Delhi, Calcutta and Madras, was not advanced by one year, unleaded petrol and catalytic converter fitted four-wheeler petrol vehicles has been introduced in these four cities with effect from 1.4.1995.

(c) and (d). Vehicular emission standards for on-road vehicles are already being enforced under the provisions of the Central Motor Vehicles Rules, 1989, by the respective State Transport Directorates. Further, action has been initiated to introduce unleaded petrol and catalytic converter fitted vehicles throughout the country from the year 2000

Railway Bridges

3955. SHRI SUSHIL CHANDRA VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) the name and number of railway bridges in Madhya Pradesh selected for repairing/renovation during last three years;

(b) the amount allocated for the above work; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) 183. Normally, railway bridges are not named.

(b) Account of expenditure is not maintained State-wise.

(c) Railways have an elaborate system of inspection of Railway bridges for assessing and monitoring their condition and identifying need for repairs. The requisite repairs are carried out timely and bridges are maintained in safe condition.

Tourist Trains

3958. SHRI J. CHOKKA RAO : Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 6 dated 14 February, 1995 and state :

(a) the terms and conditions on which contracts for running of tourist trains were awarded;

(b) the extra facilities to be provided in such trains; and

(c) whether the existing fare structure will be applicable to these trains?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) The terms and conditions of award of contracts for five tourist trains provide that the successful bidders will be required to bear the (i) cost of construction of the train estimated at Rs. 20 crores (ii) cost of Haulage and Maintenance estimated between Rs. 10-12 lakhs per trip; and (iii) to pay a percentage of Gross Turnover above 15% to Indian Railways for the use of their ground facilities and infrastructure.

(b) Extra facilities in each tourist train include 13 air conditioned saloons having four cabins with attached bathrooms, a mini-Pantry and a small family lounge in each saloon, 2 air conditioned dining cars and one air conditioned Lounge car.

(c) No, Sir.

Super Bazar

3957. SHRI JEEWAN SHARMA : Will the Minister of CIVIL SUPPLIES, CONSUMR AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the attention of the Government has been drawn to the newsitem captioned "Much ado over steel trunks" appeared in the "Pioneer" dated January 9, 1995;

(b) if so, the action taken against the guilty official and the outcome thereof; and

(c) the measures that Government propose to take to remove the rampant corruption from the Super Bazar?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) The matter was referred to the Chief Vigilance Officer for investigation. While the investigation was on, the Central Bureau of Investigation (CBI) also registered a case in the matter and the same is being investigated by it.

(c) Any specific complaint received is properly investigated and appropriate action is taken by Super Bazar.

National Watershed Development Project for Rainfed Areas

3958. SHRI SUDHIR SAWANT : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of work carried out under the National Watershed Development Project for Rainfed Areas Programme (NWDPRA) in Maharashtra particularly in Sindhudurg and Ratnagiri districts;

(b) the areas covered under the programme so far in these two districts; and

(c) the details of benefits derived therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) A Statement indicating the range of activities being carried out under National Watershed Development Project for Rainfed Areas in Maharashtra including two districts, namely Sindhudurg and Ratnagiri is enclosed.

(b) and (c). The total number of watersheds, area covered and estimated cost of the Projects in Ratnagiri and Sindhudurg Districts of Maharashtra is given below:

Name of the District	Total number of watersheds	Area covered (in ha.)	Estimated cost (Rs. In lakh)
1. Ratnagiri	8	12390	512.37
2. Sindhudurg	7	12952	445.59

The Integrated Rain Water Conservation measures and diversified production systems taken up under NWDPRA will ensure enhanced availability of water for human and livestock drinking purposes, domestic consumption, life saving irrigation and raising of appropriate crops and thus increase supply of food, fuel, fodder, milk etc. to Watershed Community.

STATEMENT

Range of Activities being carried out under National Watershed Development Project for Rainfed Areas (NWDPRA) in Different Watersheds

I. BASIC ACTIVITIES :

1. Survey and projectisation, cartographic equipment and material, maps, photography and data collection etc.
2. Establishment of nurseries, community nurseries, etc.

3. Training of farmers, landless labourers, staff, kisan metas, reward to panchayats, etc.

4. Establishment and management cost for full time staff.

5. Research support for integrated farming system development field research around research stations by farmers and field functionaries with guidance from research stations, socio-economic and other research.

6. Innovative reserve fund

7. Formation of Mitra Krishak Mandals, Self Help Groups of beneficiaries including Mahila Mitra Krishaks.

II. PROJECT ACTIVITIES - FIELD ACTIVITIES :

1. Conservation

A. ARABLE LANDS

1. Conservation Measures : Vegetative filter strips in place of diversion drains contour vegetative hedges, repair of existing conservation measures, gully control with vegetative system, incentives for opening dead furrows, contour cultivation

2. Production System : Demonstration, Agro forestry, Alley cropping, boundary planting, dryland horticulture, organic farming system such as compost pits bio-fertilizers and integrated nutrient management system. Home stead gardens, kitchen gardens/backyard horticulture. Household production system for marginal farmers and landless labourers such as small livestock system, bio-mass/agro process service sectors.

B. NON-ARABLE LANDS AND DRAINAGE TREATMENT :

1. Conservation Measures : Vegetative filter strip in place of diversion drains live - fencing, vegetative contour hedges with furrows gully control measures mostly vegetative.

2. Production System :

- (I) Over seeding of grasses and legumes, planting of trees.
- (II) Treatment of drainage lines - bank stabilisation mostly with vegetative measures, treatment of upper reaches, treatment of middle reaches and treatment of lower reaches.

III. LIVESTOCK DEVELOPMENT

A. Castration of scrub bulls, breed improvement through natural service and promotion of fodder production.

Vacant Post

3959. SHRI SOMJIBHAI DAMOR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that the work for settling compensation claims is suffering on

account of the fact that a large number of posts of Member Technical are lying vacant in various railway claims tribunals;

(b) whether applications were invited from the eligible railway officers for selection as Member Technical in claims' tribunals this year;

(c) if so, whether rules of reservation applicable to Scheduled Castes/Scheduled Tribes Officers were observed while making such direct open selections;

(d) if so, the details thereof with particular reference to Jaipur claims' tribunal;

(e) if not, the reasons therefor;

(f) the number of officers selected as Member Technical who have not been relieved so far to take up the assignment in tribunals; and

(g) the action taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Out of the 19 posts of Member, Technical, only 5 posts are vacant at present. Efforts are being made to fill these posts. During the last seven months from August, '94 to February, '95, 10354 claim cases have been settled, as against 6858 new cases filed.

(b) No, Sir.

(c) Rules do not provide for reservation in respect of any category.

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

(f) and (g). Orders for posting in respect of two officers have been issued. They are likely to join shortly. Orders in respect of the remaining three are under process.

[Translation]

Gandhi Vidyasangathan

3960. SHRI MANGAL RAM PREMI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have formulated any special scheme for centenary celebrations of Jai Prakash Narayan;

(b) if so, the details thereof;

(c) whether there is any proposal to declare Gandhi Vidyasangathan, an institute of national importance;

(d) if so, the details thereof; and

(e) the steps being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) and (e). Do not arise

[English]

Refining Mills in Kanpur

3961. SHRI JAGAT VIR SINGH DRONA : Will the Minister of FOOD be pleased to state :

(a) whether the Government are aware of the fact that some of the refining mills in various States particularly in Kanpur are selling rice husks oil in the name and under the brand of mustard oil; and

(b) if so, the details thereof and the steps taken or being taken by the Government to avoid such illegal trade?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) and (b). No such complaints have been received in matter.

Dairy Industry

3962. SHRI VIJAY NAVAL PATIL : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Indian Dairy Industry has shown anxiety over the move by the dairy multinationals to capture the dairy market in the wake of economic liberalisation in India;

(b) if so, the nature of representations received by the Government from the private and the co-operative dairy sectors over the move of entering multinationals; and

(c) the steps the Government contemplate to safeguard the interests of Indian Dairy Industry?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Government has not received any representation from the Indian Dairy Industry expressing anxiety over the move by the dairy multinationals to capture the dairy market in the wake of economic liberalisation in India.

(b) Does not arise.

(c) With a view to maintain and increase the supply of liquid milk of the desired quality and for the orderly growth of the Indian Dairy Industry, Government issued the Milk and Milk Product Order 1992 which provides for regulating the production, supply and distribution of milk and milk products.

[Translation]

Gauge Conversion

3963. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to link Udaipur-Bhilwara with broad gauge line; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The survey for conversion of Chittaurgarh-Bhilwara-Ajmer rail line is in progress. Further consideration of the project would depend upon the results of the survey and availability of the resources in the coming years.

[English]

Telephone in Trains

3964. SHRI TARA SINGH :

SHRI BALRAJ PASI :

SHRI V. SREENIVASA PRASAD :

SHRIMATI VASUNDHARA RAJE :

SHRI SANAT KUMAR MANDAL :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have signed MOU with a British firm for providing telephone facilities in trains in the country;

(b) if so, the details and terms and conditions laid down;

(c) whether the Government have identified the trains in which such facility would be introduced in the first instance; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) A Memorandum of Understanding has been signed by Ministry of Communications with International maritime Satellite Organisation (INMARSAT) for conducting the pilot project for providing telephone communication services on fast trains.

(b) The pilot project shall be conducted jointly by Indian Railways, International Maritime Satellite Organisation (INMARSAT) and Videsh Sanchar Nigam Ltd. (VSNL) for 3 months duration. Nothing in this MOU shall be deemed to constitute a joint venture or partnership or to create legal rights and obligations among the parties and no party shall incur any financial liability to another as a result of activities it carries under the project. This MOU is valid for one year.

(c) and (d). Trials are proposed to be carried on the New Delhi-Bombay Central Rajdhani Express and the Broad Gauge "Palace on Wheels".

Import of Toxic Substances

3965. SHRIMATI GEETA MUKHERJEE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether toxic substances, such as plastic waste, lead ash and scrap batteries are being imported from Western countries by certain industrial and business houses exposing our country to serious health hazards;

(b) if so, the names of the these importers and quantity imported of these items; and

(c) the steps being taken to ban such imports?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). Hazardous wastes such as lead ash and scrap batteries are imported into the country essentially as raw material for recycling and recovery of materials. These wastes are usually available at more economical rates than the virgin raw materials. A large number of secondary manufacturing units in India are dependent upon such wastes as raw materials. A Statement of some major secondary lead processing units is enclosed. As per the information published in the Minerals and Metals Review Annual 1994 about 13,575 MT of lead containing wastes have been imported into the country during 1993-94. Plastic wastes are not included in the categories of hazardous or toxic wastes.

(c) According to Rule 11 of Hazardous Wastes (Management and Handling) Rules, 1989 notified under the Environment (Protection) Act, 1986, import of hazardous wastes is not allowed for dumping and disposal and is only allowed if required for processing or re-use as raw materials after examination of each case on merit. According to these Rules, the State Pollution Control Board is required to grant permission for the importers while the exporter/exporting country's competent authority seeks permission of the Ministry of Environment and Forests for the transboundary movement of such wastes.

STATEMENT

1. Ashok Metal Industries, Bombay.
2. Eyre Smelting Ltd., Calcutta.
3. Indian Lead Ltd., Thane, Maharashtra.
4. Jupiter Tube Corp. Pvt. Ltd., Bombay.
5. Udyogin Metal Inda., Bombay.
6. Chloride Industries Ltd., Calcutta.
7. Amco Batteries Ltd., Bangalore.
8. Andheri Metal Ref., Bombay.
9. Premier Smelting & Refining, Calcutta.
10. Hoosani Metal Rolling Mill Ltd., Bombay.
11. Indian Smelting & Refining Ltd., Bombay.
12. National Refinery (P) Ltd., Bombay.
13. Punjab Metal Works (P) Ltd., New Delhi.
14. Standard Batteries Ltd., Bombay.
15. UB-MEC Batteries Ltd., Bangalore.
16. Hindustan Alloys Mfg. Co. Ltd., Bombay.
17. National Pipas and Tubes Ltd., Calcutta.
18. Weldies Ltd., Calcutta.
19. Arun Metallurgical (P) Ltd., Narendrapur.
20. Associated Pigments Ltd., Calcutta.

Technical Colleges

3966. SHRI K. PRADHANI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the fund spent on the opening of Technical Colleges during last three years;

(b) whether there is a need to establish more number of such Institutes; and

(c) if so, the steps taken to enhance allocation for the purpose and also to increase the number of such institutions during the current plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (c). During the last three academic years, the All India Council for Technical Education (AICTE) approved opening of about 250 Engineering Colleges and 700 Polytechnics. Funding for opening of these institutes has mostly come from Private Sector and from State Governments concerned. Establishment of Technical Institutions depends upon the manpower needs and is assessed by the AICTE through the prescribed rules, regulations and procedure. The question of making any financial allocation by the Central Government or AICTE does not arise.

[Translation]

Central Pollution Control Board

3967. SHRI ARVIND TRIVEDI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Central Pollution Control Board was not entrusted with adequate powers to check pollution at the time of its constitution;

(b) if so, the reasons therefor;

(c) whether the Government propose to give more powers to the Central Pollution Control Board to check increasing pollution effectively;

(d) if so, the details thereof, and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) and (b). The Central Pollution Board (CPCB) was constituted in September, 1974, under the Water (Prevention and Control of Pollution) Act, 1974. It has to perform functions at the national level as a Central Board and has to discharge the functions as a State Board in respect of the State Governments. At the initial stage of the constitution of the CPCB, it had no powers to exercise over Industries/State Pollution Control Boards in other States. At the national level, the C.P.C.B. was functioning as a co-ordinating body to ensure the implementation of the Act. However, the Water (Prevention and Control of Pollution) Act, 1974, was

amended in 1988, whereby powers have been conferred on CPCB to issue directions to the State Boards in the event of their not taking action, to ensure compliance of the provisions of the Act. In 1981, the Parliament has passed the Air (Prevention and Control of Pollution) Act and similar provisions have been incorporated in 1987 by amending the Air Act.

(c) No, Sir.

(d) Does not arise.

(e) The C.P.C.B. is already empowered suitably to check pollution in the country under the provisions of the Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981.

[English]

Week-end Tour Programme

3968. SHRI SUBRATA MUKHERJEE : Will the Minister of RAILWAYS be pleased to state .

(a) whether the Railways have formulated any plan to introduce Week-ender tour programme;

(b) if so, the details thereof; and

(c) the routes on which the above programme has been or proposed to be implemented?.

THE MINISTER OF RAILWAYS (SHRI C K JAFFER SHARIEF) : (a) to (c). Indian Railways have introduced the following Rail Weekender Package Tours to nearby tourist destinations in collaboration with the Tourism Development Corporations of the concerned State Governments :

(1) Pilgrim's Progress	: From Delhi to Mata Vaishno Devi via Jammu
(2) Sabarmati Revisited	: From Bombay/Delhi/Jaipur to Ahmedabad.
(3) Shrine and Sarovar	: From Delhi/Ahmedabad/Indore to Ajmer.
(4) East-West Tour	: From Madras to Coimbatore-Coty-Mudumalai
(5) Pandyan Tour	: From Madras Egmore to Madurai-Kodaikanal-Palani
(6) Sakthi Tour	: From Madras Egmore to Trichy-Thanjavur.
(7) Yercaud Servocoyan	: From Madras to Salem-Yercaud-Hogenakkal.
(8) Sethu Yatra	: From Madras Egmore to Rameshwaram-Tiruppulani-Devipattinam-Mandapam.

The package tours are inclusive of rail travel, accommodation and sight seeing at destination station. It is proposed to introduce 38 Rail Week-end tours on a phased basis.

[Translation]

Over Bridges

3969. SHRI DATTA MEGHE : Will the Minister of RAILWAYS be pleased to state :

- (a) the number of over-bridges under construction in Maharashtra with World Bank assistance;
- (b) the progress made in this regard so far;
- (c) the steps taken to expedite the construction of those bridges; and
- (d) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Nil.

(b) to (d). Do not arise.

Mint (Pudina)

3970. SHRI RAMESHWAR PATIDAR :

SHRI RAMASHRAY PRASAD SINGH :

SHRI RAJESH KUMAR :

Will the Minister of AGRICULTURE be pleased to state :

- (a) the total annual production of mint (Pudina) in the country;
- (b) the details of various uses of mint in the country; and
- (c) the measures being taken or proposed to be taken by the Government to increase its production?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) The annual production of mint in the country is about 5000 tonnes per annum.

(b) Mint is widely used in the country in medicine, cosmetics, toiletries, perfumery and confectionery industries.

(c) To increase the production of mint research support is being provided by Indian Council of Agricultural Research through All India Coordinated Research Project at its centres located at Solan (H.P.), Ludhiana (Punjab) and Falzabad (U.R). One variety of Japanese mint "EC-41911" and one variety of spearmint "P by" have been developed and released to cultivators so far.

To boost its production, Government of India is also implementing a Centrally Sponsored Scheme for intensifying research and development of medicinal and aromatic plants including mint. Under this scheme financial support is provided to State/UT Government for multiplication and distribution of quality planting material etc.

[English]

Smuggling of Antiques

3971. SHRI SUDHIR GIRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) the details of the antiques and other materials seized at the Indo-Bangladesh Border by the Border Security Force during 1994 and 1995;
- (b) the fate of the articles seized; and
- (c) the concrete steps taken/proposed to be taken to prevent the smuggling of antiques?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Details of the antiquities and other materials seized by the Border Security Force during 1994-1995 are furnished as under :

Idols of touched stone and black stone statues of Goddess Parvathi, Goddess Saraswati, Goddess Durga, Goddess Lakshmi, Goddess Mahakali, Goddess Mahamaya Radha, Lord Krishna, Lord Ganesh, Lord Vishnu, Lord Narayan and Lord Buddha.

(b) All the antiquities seized have been handed over to the Customs officers in North and South Bengal.

(c) BSF has taken the following steps to prevent smuggling on Indo-Bangladesh Border :

- (I) Additional Battalions have been sanctioned under expansion plan to reduce the gaps between the Border out Posts. (However, few Battalions have been withdrawn from border for Internal Security duties).
- (II) Petroling/Nakas have been increased/intensified.
- (III) Border petroling have been intensified by providing jeeps and Motor Cycles.
- (IV) Observation posts towers have been erected.
- (V) Binoculars, Goggles, Twin Telescopes, PNV binoculars and hand held search lights have been provided for enhanced vigilance on the border.
- (VI) Border fence are being erected.
- (VII) Border roads/tracks are being constructed/developed.
- (VIII) Boats/motor boats are being provided for patrolling riverine areas.
- (IX) The intelligence set up of the Border Security Force has been geared up and further strengthened for keeping close surveillance on the border.

(x) Alongwith these measures, Archaeological Survey of India is also keeping a vigil through its officars (of the rank of Superintending Archaeologist and Deputy Superintending Archaeologist) posted at Customs exit points in India.

Allocation of Fertilizers

3872. SHRI GABHAJI MANGAJI THAKORE : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of requirement/allocation of fertilizers for the year 1993-94 and for the current year, State-wise; and

(b) the criterion adopted for the allocation of fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). The allocation of fertilisers, which are under statutory price control, are made separately for each cropping

season namely Kharif and Rabi in consultation with the State Government and the fertiliser industry keeping in view the following criterion;

- (I) consumption during the previous season;
- (II) irrigated area under different crops;
- (III) cropping pattern;
- (IV) area covered under high yielding variety seeds.

Consequent on decontrol of Phosphatic and Potassic fertilizers with effect from 25.8.1992, requirement of Urea, Ammonium Sulphate (AS), Ammonium Chloride (AC), and Calcium Ammonium Nitrate (CAN) only is allocated. With the decontrol of AS, AC and CAN with effect from 10.6.1994, urea is the only fertiliser which is being allocated to States at present. Statement-I to IV indicating the State-wise assessed requirement and consumption of area, AS, AC and CAN for 1993-94, 1994-95 and for current Kharif, 1995 season are enclosed

STATEMENT-I

Assessed Requirement and Consumption of Area

('000' tonnes)

S. No.	State	1993-94		1994-95		Kharif 95 Assessed requirement
		Assessed requirement	Consumption	Assessed requirement	Consumption (Estt)	
1	2	3	4	5	6	7
1.	Andhra Pradesh	1,740.00	1,717.18	1,830.00	1,747.15	840.00
2.	Karnataka	622.67	683.33	716.80	732.26	430.00
3.	Kerala	110.00	105.76	121.00	110.60	66.23
4.	Tamil Nadu	740.00	640.82	740.00	735.21	240.00
5.	Gujarat	850.87	777.44	840.00	941.98	480.00
6.	Madhya Pradesh	985.00	958.46	1,059.00	983.17	610.00
7.	Maharashtra	1,355.00	1,435.98	1,575.00	1,512.48	980.00
8.	Rajasthan	760.00	675.08	780.00	898.09	390.00
9.	Goa	5.02	4.01	5.10	4.98	3.50
10.	Haryana	1,040.00	997.59	1,090.00	1,047.09	490.00
11.	Punjab	1,880.00	1,797.13	1,945.00	1,989.73	1,050.00
12.	Uttar Pradesh	3,859.00	3,790.85	4,010.00	4,118.72	1,840.00
13.	Himachal Pradesh	37.00	33.01	45.00	45.93	30.00
14.	Jammu and Kashmir	81.49	70.87	81.00	81.25	65.00
15.	Delhi	24.50	25.47	26.00	27.79	8.00
16.	Bihar	1,050.00	911.56	1,070.00	1,038.18	570.00
17.	Orissa	277.00	245.08	300.00	262.30	200.00
18.	West Bengal	770.00	762.79	830.00	838.16	380.00
19.	Assam	44.36	42.82	48.16	45.86	30.00
20.	Tripura	15.11	10.13	15.56	10.51	7.78
21.	Manipur	16.72	17.27	22.00	18.20	18.50

1	2	3	4	5	6	7
22.	Meghalaya	3.50	3.51	4.70	4.34	2.50
23.	Nagaland	0.85	0.69	0.50	0.32	0.40
24.	Arunachal Pradesh	0.43	0.47	0.50	0.50	0.30
25.	Sikkim	1.60	1.13	1.85	1.36	1.00
26.	Mizoram	0.55	0.40	0.85	0.41	0.45
All India		16,353.75	15,810.35	17,252.05	17,279.72	8,766.58

STATEMENT-II**Assessed Requirement and Consumption of Ammonium Sulphate**

('000' tonnes)

S.No.	State	1993-94		Kharif '94	
		Assessed requirement	Consumption	Assessed requirement	Consumption (Estt)
1	Andhra Pradesh	161.00	143.57	67.00	62.74
2.	Karnataka	55.00	46.34	25.00	15.78
3	Kerala	32.00	32.85	18.50	10.19
4	Tamil Nadu	68.10	60.71	24.00	24.39
5	Gujarat	165.00	160.86	90.00	62.33
6	Madhya Pradesh	18.00	19.77	15.00	14.28
7	Maharashtra	60.00	54.95	27.00	19.39
8	Rajasthan	7.00	3.82	3.00	1.65
9	Punjab	7.84	6.15	4.50	4.34
10	Uttar Pradesh	39.00	16.93	10.00	9.03
11	Himachal Pradesh	0.53	0.51	0.10	0.22
12	Delhi	0.50	1.62	0.30	1.07
13	Bihar	45.00	16.33	10.00	7.60
14	Orissa	17.15	8.40	10.00	4.20
15.	West Bengal	35.00	15.20	10.00	8.80
16.	Assam	1.00	-	-	-
17.	Meghalaya	0.73	-	-	-
All India		745.02	591.42	315.60	246.39

STATEMENT-III**Assessed requirement and consumption of Ammonium Chloride**

('000 tonnes)

S.No.	State	1993-94		Kharif '94	
		Assessed requirement	Consumption	Assessed requirement	Consumption (Estt)
1	2	3	4	5	6
1.	Andhra Pradesh	20.00	12.51	10.00	2.77
2.	Karnataka	11.00	11.25	5.00	2.77
3.	Kerala	0.92	0.70	0.41	0.17
4.	Tamil Nadu	52.40	44.83	19.00	14.00

1	2	3	4	5	6
5.	Maharashtra	2.50	1.01	2.00	0.10
6.	Punjab	61.48	54.74	28.00	24.54
7.	Uttar Pradesh	9.50	8.85	5.00	-
8.	Delhi	0.50	-	0.30	-
9.	West Bengal	-	3.61	3.00	-
All India		159.90	139.24	73.80	44.98

STATEMENT-IV**Assessed Requirement and Consumption of CAN**

('000 tonnes)

S.No.	State	1983-84		Kharif 94	
		Assessed requirement	Consumption	Assessed requirement	Consumption
1	Andhra Pradesh	168.00	126.00	66.00	57.86
2	Karnataka	42.00	24.91	25.00	15.24
3	Tamil Nadu	14.00	-	4.50	-
4.	Gujarat	70.00	78.63	44.00	29.82
5	Madhya Pradesh	1.50	2.22	2.50	0.96
6	Maharashtra	40.00	35.25	20.00	12.24
7	Rajasthan	30.00	13.39	8.00	6.79
8	Haryana	36.00	24.00	12.00	9.32
9.	Punjab	100.00	77.77	46.00	19.62
10.	Uttar Pradesh	88.60	58.73	26.00	22.80
11.	Himachal Pradesh	34.00	34.62	28.00	14.96
12	Delhi	0.90	0.98	0.40	0.21
13	Bihar	80.00	58.39	25.00	21.20
14	Orissa	60.00	57.25	30.00	19.23
15.	West Bengal	40.00	38.62	20.00	16.17
All India		805.22	629.10	357.50	245.34

Vehicular Pollution

3973. SHRI N. DENNIS :

SHRI V. SREENIVASA PRASAD

SHRI TARA SINGH

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have received representations from different organisations to put a check on vehicular pollution in the country, particularly in Delhi;

(b) if so, the details thereof; and

(c) the concrete steps the Government propose to take to check increasing vehicular pollution in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):
 (a) and (b). Yes, Sir. Several representations have been received for checking vehicular pollution in the country, including Delhi. These have been received from a number of persons in various Government and non-governmental organisations.

(c) The action taken and proposed to be taken by the Government to control pollution from vehicles include the following :

(I) Gross-emission norms for all categories of on-road petrol and diesel-driven vehicles have been notified under the Central Motor Vehicles Rules, 1999. More stringent emission norms for all categories of petrol and diesel-driven vehicles at the manufacturing stage have been notified in

the Central Motor Vehicles Rules, 1989 on September, 15, 1993 to become effective from 1.4.1996. The manufacturers have been asked to improve the engine design of their vehicles to comply with tighter emission norms.

- (II) State Transport Authorities have been asked to enforce the standards stipulated for on-road vehicles.
- (III) Awareness campaigns have been launched by Transport Departments of cities including Delhi, to educate people about the statutory punitive provisions related to vehicular pollution, health hazards and about the measures for keeping the emission levels low.
- (IV) Various Government Departments have been asked to get the vehicles in their administrative control checked regularly and suitable measures be taken to ensure that the emissions are within the prescribed limits.
- (V) Surveys are carried out on the ambient air quality of the major cities and towns through the establishment of 290 ambient air quality monitoring stations set up under the National Ambient Air Quality Monitoring Programme of the Central Pollution Control Board.
- (VI) A major survey was carried out by the Central Pollution Control Board on the pollution caused by automobiles in the major cities and towns in the country. The findings of the Survey have been used to prepare comprehensive programmes for control of pollution in the major cities.
- (VII) City planners have been advised to incorporate in their plan the long-term requirements of mass transportation.
- (VIII) Lead level in petrol is planned to be reduced to a maximum of 0.15 grammes per litre in petrol to be supplied throughout the country by December 1996.
- (IX) The Government has launched a major programme of introduction of unleaded petrol in the four metropolitan cities of Delhi, Bombay, Calcutta and Madras to cater to the requirements of new catalytic converter fitted four-wheeler petrol vehicles sold and registered in these metros from 1.4.1995.
- (X) Action has been initiated to notify vehicular emission standards for the year 2000.

Derailments

3974. DR. R. MALLU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have sought any foreign technical assistance to detect and rectify the increasing incidents of derailments; and

(b) If so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) Does not arise.

Freight and Passenger Traffic

3975. SHRI BASUDEB ACHARIA : Will the Minister of RAILWAYS be pleased to state the comparative share of Railways in the total freight and passenger traffic movement in the country during the last three years?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : Regular compilation of rail and road shares in total traffic movement is not done. However, on the basis of information contained in the last three years' Economic Survey, the share of railways in the total freight and passenger traffic movement in the country would broadly work out as under

Year	Freight	Passenger
1992-93	50%	20%
1993-94	40%	20%
1994-95	40%	20%

New Universities

3976. SHRI LOKANATH CHOWDHURY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of proposals received by the Union Government for setting up universities in States during 1995-96; and

(b) the number out of them which have been granted permission by University Grants Commission in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). The information is being collected and will be laid on the Table of the House.

Mahila Samakhya Scheme

3977. SHRIMATI KRISHNENDRA KAUR (DEEPA) SHRIMATI DIPIKA H. TOPIWALA :

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

(a) the number of voluntary organisations implementing Mahila Samakhya Scheme;

(b) whether any monitoring is done on the performance of voluntary organisations; and

(c) If so, the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Three Voluntary Organisations are implementing Mahila Samakhya Programme at present.

(b) Yes, Sir. Evaluations of voluntary organisations in Mahila Samakhya are conducted regularly.

(c) In 1991-92 five and in 1993-94 seven voluntary organisations were evaluated in Mahila Samakhya. The evaluation reports found that the performance of the voluntary organisations was satisfactory.

[Translation]

Non Availability of Sugar

3978. SHRI VISHWESHWAR BHAGAT : Will the Minister of FOOD be pleased to state .

(a) whether it is a fact that now-a-days sugar is not available on the Ration Shops;

(b) if so, the details thereof; and

(c) the action taken or being taken by the Government in this regard?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) to (c). The Central Government makes monthly allocations of levy sugar to States/Union Territories for Distribution through the Public Distribution System. The operational responsibility for ensuring distribution through the Ration Shops is that of the State Governments/Union Territories.

[English]

Production/Cultivation of Pineapple

3979. SHRI P.C. THOMAS : Will the Minister of AGRICULTURE be pleased to state :

(a) whether pineapple cultivation is increasing in India;

(b) if so, the State-wise details of production, productivity and area under cultivation as on date; and

(c) the steps being taken to ensure remunerative prices to Pineapple growers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Yes, Sir.

(b) The State-wise details of production, productivity and area under cultivation are given in the Statement enclosed for the year 1992-93 (latest information available).

(c) The Government of India through National Horticulture Board is providing assistance for the promotion of marketing facilities under the following schemes :

(i) Integrated project on management of post-harvest Infra-structure of horticultural crops.

(ii) Development of marketing of horticultural produce through participation of soft loan; and

(iii) Alternate structure for marketing of fruit juices/fruit based beverages.

Besides, the Ministry of Food Processing Industry is also providing assistance for setting up of processing units.

STATEMENT

Area, Production and Productivity of Pineapple (1992-93)

S.No.	State/UTs	Area	Production	Productivity
1.	Arunachal Pradesh	3686	13890	3.71
2.	Assam	13906	184485	13.30
3.	Bihar	2705	67625	25.00
4.	Goa	460	6700	14.50
5.	Karnataka	3082	107562	34.90
6.	Kerala	5000	47000	9.40
7.	Manipur	6450	60500	9.38
8.	Meghalaya	8450	72500	8.58
9.	Mizoram	810	4189	5.17
10.	Nagaland	1017	2415	2.37
11.	Orissa	561	9000	16.00
12.	Tamil Nadu	702	28782	41.00
13.	Tripura	3706	32000	8.63
14.	West Bengal	8900	222500	25.00
15.	Pondicherry	1	30	30.00
Total		59436	858978	14.45

Source : 'DATABASE' published by National Horticulture Board.

Train from Gandhinagar to Delhi

3980. SHRI HARIBHAI PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government of Gujarat has submitted any proposal for introduction of direct train from Gandhinagar to Delhi on the Ahmedabad-Delhi via Mehsana line;

(b) if so, whether any action has been taken on the proposal;

(c) if so, by when this train is likely to be introduced; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d). There have been some representations/proposals in this regard including from Gujarat Government. On gauge conversion of Ahmadabad-Mehesaana-Ajmer-Dalhi route direct B.G. services will be available between Ahmadabad and Dalhi via Mehesana. However, direct train from Gandhinagar would not be feasible on account of operational including terminal constraints.

Coaching Units

3981. SHRI RAMASHRAY PRASAD SINGH :

SHRI SURAJ MANDAL :

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

(a) whether there is a great gap between demand and supply of teachers in physical education and sports in the country;

(b) whether the Government are aware that there is not even a single coaching unit in India for coaches qualified enough to be appointed in schools, colleges or universities in the regular teachers scales of present; and

(c) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) : (a) Yes, Sir.

(b) and (c). Netaji Subhas National Institute of Sports, Patiala and its Regional Centres at Bangalore, Calcutta and Ahmadabad are conducting regular diploma and masters courses for coaches in different sports disciplines. These coaches are qualified to be appointed in the scales meant for coaches. However the schools, colleges and Universities prefer to appoint qualified Physical Education Teachers, who are trained in colleges of Physical Education and have knowledge about a number of sports disciplines.

[Translation]

Railway Projects

3982. SHRI HARIN PATHAK :

SHRI N.J. RATHWA :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the progress of the current Railway projects in Gujarat till date;

(b) the Railway Projects started or proposed to be started in Gujarat during the Eighth Five Year Plan;

(c) the amount earmarked for these projects;

(d) the time by which these Projects are likely to be started and completed; and

(e) the action taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d). A Statement is enclosed.

(e) Adequate funds and materials are being provided to the Railway for progressing of the above projects as per targets.

STATEMENT

(a) to (d). The details of the Railway projects which are in progress in Gujarat State are as under :

S.No.	Projects	Year of Inclusion In the budget	Progress as on 31.3.95	Funds allotted for 95-96 (Rs. in crs)	Target Date
1.	Phulera-Marwar-Ahmedabad gauge conversion	93-94	Phulera to Ajmer and Khodiyar-Mehesaana already converted to B.G. Work is in full swing on remaining section.	226.43	1996-97
2.	Viramgam-Mehesaana gauge conversion (Bhildi-Viramgam route)	90-91	Preliminary arrangements to start the work are being made.	40.00	1995-96
3.	Rajkot-Veraval gauge conversion	94-95	-do-	3.00	1996-99
4.	Wankaner-Mallya Miyana gauge conversion	95-96	-do-	36.00	1995-98
5.	Gandhidham-Bhuj gauge conversion	95-96	-do-	2.00	IX plan
6.	Kapadvanj-Modasa new BG line	78-79	Work has been resumed.	2.00	IX plan

[English]

Shiksha Karmi Project

**3983. DR RAMKRISHNA KUSMARA .
SHRI RAM SINGH KASHWAN :**

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

- (a) whether the first phase of the Shiksha Karmi Project has completed;
- (b) if so, when the project was started and when it was completed,
- (c) the targets fixed and the achievements made therein; and
- (d) the total amount spent on the project till date?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Yes, Sir.

(b) The Phase-I of Shiksha Karmi Project was from 1.7 1987 to 30.6.1994.

(c) The targets fixed for Phase-I were to set up 1050 Day Centres, 2506 Prehar Pathshalas, and enrol 65400 learners in Day Centres and 49300 in Prehar Pathshalas in 1050 villages of 70 Blocks in Rajasthan. By the end of Phase-I 1066 Day Centres, 2414 Prehar Pathshalas were set up and the enrolment in Day Centres was 80063 and 21,000 in Prehar Pathshalas. Total villages covered were 1068 in 67 Blocks.

(d) The total amount spent so far on the project is Rs 21.20 crores

Consumer Courts

3984. SHRI SHANTARAM POTDUKHE : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Government have taken any steps to strengthen and modernise Consumer Disputes Redressal Commissions and District Forums;

(b) If so, the details thereof; and

(c) whether any financial assistance has been given to these courts during 1994 and likely to be sanctioned during 1995-96, for clearing massive arrears in consumer courts Statewise and District Forum-wise?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) and (b) An amount of Rupees sixty one crores has been agreed to, in principle, by the Planning Commission for disbursement as one time assistance to the State Governments and Union Territories for strengthening the infrastructure of Consumer Courts.

(c) This assistance will be released in four instalments in financial years 1995-96 and 1996-97.

Survey on Wasteland

3985. SHRI MANIKRAO HODLYA GAVIT :

SHRI SHIV SHARAN VERMA :
SHRI PARAS RAM BHARDWAJ :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether a survey to identify the nature of 175 million acres of wasteland in the country and adoption of modern techniques in selecting suitable plant varieties for specific regions was held recently;
- (b) whether the report of the survey has been submitted to the Government;
- (c) if so, the outcome thereof;
- (d) the major recommendations and suggestions made in the report to increase the forest cover; and
- (e) the reaction of the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) to (e). The National Wastelands Development Board then in the Ministry of Environment and Forests had launched the National Wastelands Identification Project (NWIP) in 1986. This project was for mapping wastelands in districts having more than 5% of their geographical area under wastelands. The details for 229 districts mapped under the project are given in the Statement enclosed. Recommending the species to be planted in the identified wastelands was not a part of the project.

STATEMENT**Wastelands Identified under National Wastelands Identification Project****(Details of 229 Districts)**

S. No.	Category	Area in	
		Sq. Kms.	Acres
1	2	3	4
1	Gullied and/or Ravinous Land	19433.64	4800109.08
2	Upland with or without Scrub	124397.70	30726231.90
3	Water Logged and Marshy Land	4266.17	1053743.99
4.	Land Affected by Salinity/Aalkalinity- Coastal/Inland	12427.96	3069708.12
5	Under utilized Degraded Notified Forest Land	95489.04	23688262.68
6	Shifting Cultivation Area	16542.76	4500061.72

1	2	3	4
7. Degraded Land under Plantation Crops	4931.65	1218117.55	
8. Degraded Pastures/ Grazing Land	13148.69	3247726.43	
9. Mining/Industrial Wastelands	874.73	216058.31	
10. Sands-Desertic Coastal	15241.64	3764685.08	
11. Steep sloping Area	4121.07	1017904.29	
12. Barren Rocky/Stony Waste/Sheet Rock Area	25722.60	6353482.20	
13. Snow covered and or Glacial Area	2973.16	734370.52	
Total	341580.81	84370460.07	

[Translation]

Forest Conservation

3986. SHRI BIR SINGH MAHATO : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) the areas selected for forest conservation in West Bengal;
- (b) the extent of land brought under forest land during each of the last three years;
- (c) whether any foreign institution is also working in this field in the State;
- (d) if so, the details of the Central as well as externally aided projects, and
- (e) the amount involved in each case and progress made so far?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) 19 areas have been selected for forest conservation in West Bengal covering approximately 4000 sq. km.

(b) Compensatory afforestation has been done over an area of 604 ha. against the stipulation of 1,114 ha. till 1991-92. However, no afforestation has been done during the period from 1992-93, 1993-94 and 1994-95.

(c) to (e). A project with the assistance of the World Bank is under implementation since 1992-93 in West Bengal with a total cost of US dollar 39.0 million (IDA credit US 34.00 million dollar) equivalent to Rs. 114 crores to be utilised over five years. An expenditure of Rs. 35.90 crores was incurred up to September, 1994 and about 105680 ha. were covered under plantation.

Development of Rail Route

3987. SHRI SHANKERSINH VAGHELA : Will the Minister of RAILWAYS be pleased to state :

- (a) the rail route per thousand square kilometre in the Gujarat State at present;

(b) whether it is adequate;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government to increase the route during the remaining period of the Eight Five Year Plan in the State?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The rail route kms. per 1000 Sq. km. of area as on 31.3.94 in Gujarat was 26.9, which is much higher than the All India average of 19.0.

(c) Does not arise.

(d) There will be no increase in the remaining two years of the 8th Plan. However, when Indore-Dahod and Kapadvanj-Modasa lines, now in progress, get completed, the rail route kms. in the State would increase.

[English]

Operation Black Board

3988. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) total amount of grant given to Orissa under Operation Blackboard Programme during each of the last three years;
- (b) the amount of grant utilised, year-wise; and
- (c) the percentage of primary schools in Orissa covered by the programme?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). The details of release and utilisation of funds during the last three years as per information available are given below :

Year	Funds	
	Released	Utilised (Rs. in lakhs)
1992-93	2496.68	1029.24
1993-94	868.12	1164.31
1994-95	1743.92	1880.90

(c) Central assistance has been released for all primary schools originally targetted to be covered by the programme.

[Translation]

Procurement Centres

3989. SHRI LALLBABU RAI : Will the Minister of FOOD be pleased to state :

- (a) whether the Government have received complaints regarding cheating of farmers at various wheat procurement centres;

(b) if so, the details thereof, State-wise; and

(c) the action taken by the Government in this regard?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a)
No such complaint has been received so far during the current Rabi Marketing Season 1995-96.

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

Prices of Foodgrains

3990 DR. MAHADEEPAK SINGH SHAKYA

SHRI GUMAN MAL LODHA

Will the Minister of FOOD be pleased to state .

(a) whether the Government have reduced the prices of foodgrains being sold in the open market by the Food Corporation of India;

(b) If so, the foodgrains whose prices have been reduced and the extent of reduction made in prices thereof.

(c) whether the Government have estimated the financial loss to be suffered by the Corporation due to this reduction.

(d) if so, the extent of loss suffered during the last three years till date;

(e) whether the Government have taken any steps to curtail the administrative expenditure of the Corporation to check its loss;

(f) If so, the details in this regard?

THE MINISTER OF FOOD (SHRI AJIT SINGH) . (a) and (b). The prices of wheat and rice for sale in open market are fixed by a High Level Committee of Food Corporation of India constituted for the purpose, state-wise and on month to month basis. No reduction in prices of rice have been done since January, 1995, but in respect of wheat the prices in Maharashtra and four Southern States have been reduced from the month of April, 1995. Statements I and II indicating state-wise prices of wheat and rice are enclosed

(c) and (d). The prices of wheat and rice fixed for open sale are above the Central Issue Price for PDS or RPDS. The realisation of cost under open sale is more than what would have been realised if the quantity had been issued under PDS/RPDS. Hence, in fact there is some reduction in food subsidy. During 1993-94 estimated subsidy saving provisionally was Rs. 160 crores. The estimated saving in subsidy during 1994-95 is Rs. 125 crores (provisionally).

(e) The Food Corporation of India draws up annual action plans aimed at reducing its costs including administrative overheads.

(f) The Annual Action Plan for 1994-95 had set a target to reduce the staff strength by 1050 thereby making an estimated total saving of Rs. 5.92 crores

STATEMENT-I

Prices Fixed for the Open Sale of Wheat for each Region from October, 1993 to April, 1995

Name of the State	Oct.93	Nov 93	Dec 93	Feb.94	April,94	Aug.94	Oct.94	Dec.94	Jan.95	Rate Rs./PMT	
										and Jan.,94	and March,94
1	2	3	4	5	6	7	8	9	10	11	
Punjab/Haryana/Uttar Pradesh	Sale for the month	3850/-	3850/-	4100/-	4100/-	4150/-	4200/-	4150/-	4100/-	4100/-	4100/-
Delhi	of Oct.	4050/-	4050/-	4250/-	4250/-	4250/-	4300/-	4200/-	4150/-	4150/-	4150/-
Rajasthan	1993 was	4000/-	3950/-	4150/-	4150/-	4200/-	4250/-	4200/-	4150/-	4150/-	4150/-
Jammu and Kashmir	conducted	4000/-	4000/-	4200/-	4200/-	4250/-	4300/-	4200/-	4150/-	4150/-	4150/-
Himachal Pradesh	on the	4000/-	4000/-	4200/-	4200/-	4250/-	4300/-	4200/-	4150/-	4150/-	4150/-
Maharashtra	basis of	4450/-	4400/-	4650/-	4500/-	4550/-	4600/-	4550/-	4500/-	4350/-	4350/-
Gujarat	tender	4300/-	4250/-	4450/-	4350/-	4400/-	4450/-	4400/-	4350/-	4350/-	4350/-
Madhya Pradesh	enquiry	4100/-	4000/-	4200/-	4100/-	4150/-	4200/-	4150/-	4100/-	4100/-	4100/-
					*4100/-						

1	2	3	4	5	6	7	8	9	10	11
West Bengal and Orissa		4400/-	4250/-	4400/-	4350/-	4400/-	4450/-	4400/-	4350/-	4350/-
Bihar		4300/-	4190/-	4350/-	4300/-	4350/-	4400/-	4350/-	4300/-	4550/-
Tamil Nadu		4500/-	4500/-	4750/-	4800/-	4850/-	4700/-	4850/-	4600/-	4550/-
Andhra Pradesh		4450/-	4450/-	4700/-	4550/-	4600/-	4650/-	4800/-	4550/-	4550/-
Karnataka		4550/-	4550/-	4750/-	4600/-	4650/-	4700/-	4650/-	4600/-	4550/-
Kerala		4600/-	4600/-	4800/-	4600/-	4650/-	4700/-	4650/-	4600/-	4550/-

Price of wheat under open sale for Madhya Pradesh reduced to 4100/- p/MT w.e.f. 4.3.1994.

STATEMENT-II

The Prices Announced by FCI for Open Sale of Rice During January, 94 to April, 1995

Name of the State	Jan., 94	Rate Rs. per MT					
		*Feb., 94 to May, 94	June, 94 to July, 94	Aug., 94 and Sept., 94		17th Oct. to Dec., 94	Jan., 95
				** 1.10.94	16.10.94		
Punjab	The Sale was conducted	6600/-	6550/-	6550/-	7150/-	7050/-	7000/-
Haryana	on the basis of tender	6600/-	6550/-	6550/-	7150/-	7050/-	6950/-
Uttar Pradesh	enquiry	6600/-	6550/-	6550/-	7150/-	6800/-	6800/-
Delhi		6700/-	6800/-	6600/-	7200/-	6900/-	6700/-
Rajasthan		6600/-	6550/-	6550/-	7150/-	6900/-	6800/-
Jammu and Kashmir		6600/-	6550/-	6550/-	7150/-	6900/-	6800/-
Himachal Pradesh		6600/-	-	-	-	-	-
Maharashtra		6800/-	6700/-	6650/-	7250/-	6800/-	6600/-
Gujarat		6800/-	6700/-	6650/-	7250/-	6800/-	6600/-
Madhya Pradesh		6600/-	6550/-	6550/-	7150/-	6700/-	6600/-
Bihar		6600/-	6550/-	6550/-	7150/-	6800/-	6600/-
West Bengal		6600/-	6550/-	6550/-	7150/-	6800/-	6600/-
Orissa		6600/-	6550/-	6550/-	7150/-	6750/-	6650/-
Tamil Nadu		7000/-	6700/-	6650/-	7250/-	6800/-	6600/-
Andhra Pradesh		6600/-	6550/-	6550/-	7150/-	6700/-	6600/-
Karnataka		7000/-	6700/-	6650/-	7250/-	6800/-	6600/-
Kerala		7100/-	6700/-	6650/-	7250/-	6800/-	6600/-

The prices for fine rice both raw and parboiled is Rs 200/- P/MT less than the that of super fine rice in Andhra Pradesh. It is less by Rs. 100/- per MT for February, 1994.

Price for fine rice is Rs. 300/- less than that of superfine rice

National Education Policy

3891. SHRI NAWAL KISHORE RAI :

SHRI GUMAN MAL LODHA :

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

(a) whether a committee was constituted by the Government to review the National Education Policy in

1992 and to give suggestions in regard to decentralisation of the management of education system;

(b) if so, the composition of the said committee and the date on which the committee was constituted and the item by which the said committee was asked to submit its report;

(c) whether the said committee has submitted its report to the Government;

(d) if so, whether the Government have taken steps on the suggestions made by the committee;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (f). Yes Sir. A Central Advisory Board of Education (CABE) Committee on Decentralised Management of Education was constituted on 2nd February, 1993 under the Chairmanship of Shri Veerappa Moily, the then Chief Minister of Karnataka. The composition of the committee is at Statement - I. The Committee submitted its report to the Chairman of CABE on 18th September, 1993. The gist of the main recommendations is at Statement-II. The report of the Committee was considered by the CABE in its meeting held on 15th October, 1993 and subsequently by the Chief Ministers in their Conference held in New Delhi on 15th February, 1994 which endorsed the report and commended it for appropriate adaptation and effective implementation by the States and Union Territories keeping in view their specific situation as well as the spirit of the 73rd and 74th Constitution amendments.

STATEMENT-I

CABE Committee on Decentralised Management of Education Members and Permanent Invitees

Members

- 1 Shri M. Veerappa Molly
Chief Minister
Karnataka.
- 2 Dr (Smt.) Chitra Nair
Member (Education)
Planning Commission
New Delhi.
- 3 Shri E. T. Mohammed Basheer
Education Minister
Kerala
- 4 Professor K. Ponnuswamy*
Education Minister
Tamil Nadu.
- 5 Shri S. S. Chakraborty
Education Minister
West Bengal.
- 6 Shri Prafulla Chandra Ghadal**
Education Minister
Orissa.
- 7 Shri G. C. Rajbanshi***
Education Minister
Assam.

Chairman

8. Shri Narhari Amin****
Education Minister
Gujarat.
9. Dr. Sudhir Ray, M.P.
(Member CABE)
10. Dr. Syed Hasan
Director, Insan School/College
Kishanganj, Purnea (Bihar)
(Member, CABE)
11. Professor Mrinal Miri
Department of Philosophy
North Eastern Hill University,
Shillong.
(Member, CABE)
12. Shri P.K. Uma Shanker
Former Director, IIPA
New Delhi
(Chairman, Task Force on
(Management of Education)
13. Shri S.R. Sankaran
Former Secretary
Department of Rural Development
14. Shri V.B.L. Mathur
Adviser to Governor of Rajasthan
Jaipur
15. Shri R.D. Sonkar
Adviser to Governor of Uttar Pradesh
Lucknow
16. Secretary
Department of Legal Affairs
Ministry of Law, Justice
and Company Affairs
New Delhi
17. Secretary
Ministry of Rural Development
New Delhi
18. Secretary
Ministry of Urban Development
New Delhi
19. Secretary
Ministry of Labour
New Delhi
20. Dr. R.V. Valdyanatha Ayyar **Member-Secretary**
Joint Secretary
Department of Education
Ministry of Human Resource
Development
New Delhi

PERMANENT INVITEES

1. Dr. P.V. Ranga Rao
Education Minister
Andhra Pradesh

2. Secretary
Department of Education
Ministry of Human Resource
Development
New Delhi
3. Additional Secretary
Department of Education
Ministry of Human Resource
Development
New Delhi
4. Adviser (Education)
Planning Commission
New Delhi
5. Director
National Council of Educational
Research and Training
New Delhi
6. Joint Director
National Institute of Educational
Planning and Administration
New Delhi
7. Dr. S.C. Nuna
Fellow
National Institute of Educational
Planning and Administration
New Delhi

- * In place of Dr. C. Arranganayagam w.e.f. 30th July, 1993
- ** In place of Shri Chaitanya Prasad Majhi w.e.f. 17th August, 1993
- *** In place of Dr. Karshandas Soneri w.e.f. 23rd April, 1993
- **** In place of Dr. Bhumi Dhar Barman w.e.f. 30th July, 1993

STATEMENT-II

Main Recommendations Made by the CABE Committee on Decentralised Management of Education

1. Separate Education Committees to be set up at Panchayat, Panchayet Samiti and Zilla Parishad levels.
2. The Panchayat Standing Committees will exercise supervision over early childhood care and education, non-formal education, primary education and adult education programmes in its jurisdiction. It will also exercise supervision over composite upper primary schools under delegation of powers from the Panchayat Samiti.
3. The Panchayat Samiti Standing Committee on Education will be responsible for management of adult education, non-formal education, early

childhood care and education and schools of the Panchayati Raj bodies up to upper primary level, under the overall supervision of the Zilla Parishad

4. The powers of the Zilla Parishad Standing Committee on Education will include establishment and maintenance of schools up to secondary level including recruitment and appointment of staff and payment of salaries, subject to Government guidelines. All existing schools up to secondary level will be transferred to the control of Zilla Parishad. In future all secondary schools in the state sector will be established only by the Zilla Parishad. The Committee will also channelize grants to aided schools subject to Government rules. It will also exercise academic supervision of all schools including private schools up to secondary level.
5. The Government primary, upper primary and secondary schools in the municipal areas alongwith their staff may be transferred to different Municipalities. They will have control over the staff except in matters of recruitment which will be done by an organisation designated for this purpose by the State Government.
6. The State Government may provide adequate grants to these bodies for managing the institutions transferred to them as well as development grants.
7. The State Government or an appropriate State level body would exercise overall supervision and retain residuary powers.

Cruelty to Animals

3992. KUMARI UMA BHARTI : SHRI MOHAN RAWALE :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) the number of buffaloes/animals that can be loaded in one truck as per law;
- (b) whether the Government are aware of the cases of over loading of animals while transporting them;
- (c) if so, the details thereof;
- (d) the action taken by the Government in this regard;
- (e) whether the Government propose to amend the Prevention of Cruelty to Animals Act, 1960 to impose stringent penalty for such crimes; and
- (f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

- (a) The number of buffaloes/animals that can be loaded in goods vehicles under the provisions of Transport of Animals Rules, 1978, notified under the provisions of Prevention of Cruelty to Animals Act, 1960, are given in the Statement and asad.

(b) to (d). The concerned law enforcing Department of the State Government or any person authorised by the State Government in this behalf is competent to initiate action in cases of over loading of animals while transporting them. Cases of over loading brought to the notice of the Central Government are forwarded to State Governments for taking action as per the provisions of the Rules.

(e) and (f). Government have received suggestions for making the penalties for the offences committed under the provisions of the Prevention of Cruelty of Animals Act, 1960 more stringent. The suggestions are under consideration to make the Prevention of Cruelty to Animals Act, 1960 more effective.

STATEMENT

Norms and Standards for Loading Animals in Goods Vehicles for Transporting.

Animal	Number	Space required
(a) cows/buffaloes bulls/bullocks/ yaks/calves	6	2 square metres
(b) Equines	4-6	

In case of Sheep and Goat the norms are as under:

Approximate weight of animal in kilograms.	Space required in square metres	
	Wooled	Shorn
Not more than 20	0.18	0.16
More than 20 but not more than 25	0.20	0.18
More than 25 but not more than 30	0.23	0.22
More than 30	0.28	0.26

[English]

Subsidised Food Grains

3993. SHRI V. DHANANJAYA KUMAR :
SHRI J. CHOKKA RAO :

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether some State Government have made a special request to the Union Government to allocate additional quantity of food grains for distribution under PDS at subsidised rates;

(b) if so, the details thereof, State-wise;

(c) the response of the Government in this regard; and

(d) the population likely to be benefited under the subsidised rice scheme in Andhra Pradesh?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) to (d). The Central Government had received a request from the Government of Andhra Pradesh for allocation of additional quantity of 20,000 MTs of rice per month over their normal monthly allocation of 1,90,000 MTs, for their scheme for distributing rice at Rs. 2/- per kg. Government of Andhra Pradesh has reported that the monthly entitlement of eligible households under the scheme has been increased from 20 kg to 25 kg. The State Government has reported that 4.58 crore people are covered under the scheme. The Central Government had enhanced the monthly allocation of rice to 2,10,000 MTs per month as requested by Andhra Pradesh Government w.e.f. Feb 95. Government of Gujarat had also requested for allocation of one lakh MTs of wheat per month as against their normal monthly allocation of 53,500 MTs of wheat per month, for distribution under their new scheme of supplying wheat at Rs. 2/- per kg to poor families. The Central Government had enhanced the monthly allocation of wheat to 75,000 MTs for four months with effect from May, 1995.

[Translation]

Foodgrains

3994. DR. CHINTA MOHAN :

SHRIMATI BHAVNA CHIKHLIA :

SHRI GUMAN MAL LODHA :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether 192 million tonnes has been fixed as the target for foodgrain production in the country for the year 1995-96;

(b) if so, the target fixed for the production of each of the foodgrains;

(c) whether the Government have identified such foodgrains whose production is less than the requirement of domestic consumption in the country while fixing the targets for comparatively more production of foodgrains;

(d) if so, the names of such foodgrains ; and

(e) the percentage of increase made in the target as compared to the production of these foodgrains during the year 1994-95?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Yes, Sir.

(b) Foodgrain-wise targets of production for 1995-96 are as follows :

Crops	Targets in Million Tonnes
Rice	80.00
Wheat	60.00
Coarse cereals	36.50
Pulses	15.50
Total Foodgrains	192.00

(c) and (d). Yes, Sir. The production of pulses is somewhat short of the requirement.

(a) The percentage increase in the target fixed for foodgrains for 1995-96 is about 3 per cent over the likely production of total foodgrains in 1994-95. However, in case of pulses whose present production is short of requirement, the proposed increase in the target is 8.2 per cent.

[English]

Gauge Conversion

3995. PROF. SAVITHRI LAKSHMANAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have constituted a "Gauge Conversion Task Force";

(b) if so, the achievements made by this "Task Force" on the gauge conversion projects since it came into existence;

(c) the details of composition to this "Task Force" and monthly expenses thereupon;

(d) whether the Government have given time limit to this Task Force to submit its report; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) A Task Force functioned between February, 1992 and December, 1993 for monitoring the progress of gauge conversion work.

(b) The Task Force monitored movement of materials and progress of works in the first year of project- Unigauge.

(c) The Task Force consisted of the following :

(1) Shri Raj Kumar, then CAO

(C), Southern Railway : Leader

- (2) Shri A. Mittal, then Executive Director/ CC Railway Board : Dy. Leader
- (3) Shri P. Rajagopalan, then Executive Director F (L and F), Railway Board : Member
- (4) Shri S.K. Choudhary, then Director/TT (POL) Railway Board : Member
- (5) Shri U.R. Chopra, SAG, IRSE/ Northern Railway : Member Secretary

Members of the Task Force except Member Secretary worked in addition to their normal duties and no extra expenses were therefore, involved. Expenditure incurred on the salary and allowances of Member Secretary during the tenure of the Task Force came to Rs. 1,90,890.

(d) and (e). The Task Force was entrusted with monitoring functions and no Report was required to be submitted.

Expert Group on Capital Structure

3996. PROF. UMAREDDY VENKATESWARLU : Will the Minister of RAILWAYS be pleased to state :

(a) whether an Expert Group had been constituted by the Railways to study the Capital Structure in 1978;

(b) the major recommendations of this Expert Group;

(c) whether the Government have accepted its recommendations and the number of recommendations implemented; and

(d) if so, details thereof?

THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) to (d). A Statement is enclosed.

STATEMENT

(b) to (d) : The details are given below:

Recommendations of the Expert Group	Action Taken
1	2
1. The amount representing the element of over-capitalisation (Rs. 122.54 crores) should be written off without financial adjustment.	Accepted and implemented.
2. The Capital-at-charge to the extent of Rs. 475 crores, representing the element of contribution, as distinct from dividend paid by the Railways to General Revenues, should be written off.	Not accepted.
3. There is an imperative need for stepping up allocations to the Depreciation Reserve Fund.	Accepted and implemented..
4. The liability of the Railways in respect of their unremunerative assets should be identified separately and relief therefor provided by the National Exchequer so that interest-bearing short term loans are not unnecessarily accumulated on the Railways' account for a long period of time. In this framework, then, the profitable part of the Railway business	Accepted and implemented.

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<p>should generate enough resources not only to pay the normal dividend to the Exchequer on what would be the really productive part of the Railway assets but also to finance the various Funds (Depreciation Reserve Fund and Development Fund) from which allocations can be made to replace, modernise and also, if so desired, expand the Railways productive capacity.</p>	
<p>5. The more important components of capital costs relating to unproductive assets should be made eligible for dividend concessions, as an extension of the concessions already granted by the successive Railway Convention Committees. These are :</p>	
<p>(i) Capital cost of all new lines taken up after 1-4-1955 on other than financial considerations. The Capital cost is about Rs. 182.13 crores and it should be exempted from payment of dividend. If any such line becomes remunerative for a period of five years the capital cost of such a line should attract dividend liability.</p>	Accepted and implemented
<p>(ii) Capital cost of uneconomic branch lines which is already exempted from payment of dividend should be on the basis of annual reviews and not on the basis of the figure determined in one of the earlier years.</p>	Accepted and implemented.
<p>(iii) The provision about making over of surpluses, if any, to General Revenues in respect of National Investments (losses being absorbed by Railways) may be deleted or alternatively there should be a provision for losses also being passed on to General Revenues.</p>	This item has been brought under the purview of item 5(i).
<p>(iv) The capital cost of suburban services (Rs. 114.64 crores) should be exempted from payment of dividend.</p>	Not accepted.
<p>(v) The capital cost of ferries (Rs. 5.05 crores) should also be exempted from dividend liability.</p>	Accepted and implemented.
<p>(vi) The capital cost of welfare buildings like hospitals, dispensaries, health units, clubs, institutes, schools and Colleges, hostels and other welfare centres (Rs. 3.43 crores) should also be exempted from dividend liability.</p>	Accepted and implemented.
<p>6. On the capital cost of residential buildings (Rs. 96.21 crores) dividend should be charged only at 3.5%.</p>	Accepted and implemented.
<p>7. All the existing indebtedness to-date should be written off.</p>	Not accepted.
<p>8. In future temporary borrowings should be confined to making up the shortfall in Development Fund, and such loans should be repayable over a period of 10 years, and should carry interest at a subsidised rate of 3%.</p>	Partially accepted. Temporary borrowings are confined to making up shortfalls in Development Fund but the rate of interest at present payable on such loans is the current dividend on Capital-at-charge.
<p>9. There should be no system of temporary borrowings for making up shortfalls in dividend payments. Any shortfalls in dividend should be carried over for 20 years, at the end of which unliquidated liabilities should be extinguished.</p>	Partially accepted and implemented. The shortfall in dividend payments is carried in a deferred dividend liability account which is to be liquidated from future surpluses.
<p>10. 10% of the dividend reliefs accruing from the recommendations of the Expert Group should be set apart every year in a separate Amortization Fund, which when built up to a respectable size over a period of 10</p>	Not accepted.

years should be utilised to amortise that portion of capital which has been proposed for exemption from payment of dividend. If after 30 years of operation of the fund there is still a balance of the capital to be amortised, that should be dropped from the books without financial adjustment, as has been recommended in the case of elements of over-capitalisation.

1. The Expert Group also recommended that :

(i) The cost of new lines considered necessary, but are unremunerative, should be charged to Development Fund as was the case prior to 1-4-55. The group do not, however, recommend the reversal of the adjustments already carried out. This recommendation about change in allocation may be made applicable from 1-4-1979 in respect of the on-going projects as also new projects taken from that date.	Not accepted.
(ii) The limit of Rs. 25,000/- for new minor works chargeable to Revenue may be raised to Rs. 1 lakh.	Accepted and implemented.
(iii) The limit of Rs. 3 lakhs for charging the cost of unremunerative operating improvements to Open Line Works-Revenue may be raised to Rs. 5 lakhs.	Accepted and implemented
(iv) At present the cost of all land is charged to Capital. This may be changed. The allocation of the cost of land should follow the allocation of the work for which land is acquired.	Not accepted.
(v) Capital cost of works charged to Capital initially on the basis of their remunerativeness should be written back to DF/OLWR etc., if on the basis of productivity tests, they become unremunerative.	Not accepted.
(vi) At present all costs of Gauge conversions and Electrification are charged to Capital. Whenever, such projects are in view, replacements of signalling equipment, track renewals etc. are postponed. But for the Gauge Conversion or Electrification, such equipment could have been replaced or track renewed in the normal course by charge to DRF. In cases where such replacements are deferred in view of the impending Gauge Conversion or Electrification on the basis of deliberate decisions, the cost of such items of works should be estimated and charged to DRF instead of to Capital.	Not accepted.
(vii) Production Units should also be allowed to operate DF/OLWR/ Revenue to avoid every item of expenditure in those units going to Capital and subsequently getting transferred as part of cost of Rolling Stock.	Not accepted.
(viii) Inventory balances and balances in Workshop Manufacture Suspense should be split up into "Capital" and "Revenue" and two sets of balances under these classifications should be maintained.	Not accepted.
(ix) Overburdening Capital through transfer prices of Rolling Stock (all-in-costs) manufactured in the Production Units should be avoided (Proforma on-cost, including depreciation and interest is an instance in point).	Not accepted.
(x) At present losses of cash and stores relating to Capital transactions are adjusted to Capital-8800. This should be charged to Revenue to avoid double debit to Capital.	Not accepted.
(xi) Restoration of assets lost/damaged due to natural calamities, during construction, should be adjusted to Revenue Account.	Not accepted.

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(xii) Adjustments to Capital of cost of maintenance and operation and earnings in respect of lines not opened for traffic may be given up. These may be charged to Revenue. Not accepted

(xiii) Para 903 (5)-GI provides that the original cost at debit of Capital (estimated if not known) of an asset (falling within the categories mentioned in note 2 to paragraph 910) replaced at the cost of DRF be transferred to DF in terms of item 6 of Para 910-GI. The said note 2 under para 910-GI, however, restricts that capital be relieved only when such works are undertaken "by themselves". The words "by themselves" may be deleted so that Capital can be relieved while replacing such of these works even though they formed part of a scheme when they were created. Not accepted.

(xiv) Para 902 (5)-GI provides that full cost of replacement of an asset where original cost was charged to Revenue, being within the new minor works limit but is now more than Rs. 25,000/- provided it is not chargeable to DF or OLWR be charged to Capital. In these cases also the cost of replacement may be charged to DRF instead of to Capital as the assets were originally created from Revenue. Not accepted.

(xv) For works of yard remodelling etc the return on investment is worked out reckoning savings in detention which are not susceptible of precise determination. The return on such projects, to be deemed as remunerative, may be raised from 10% to 15% under DCF technique. Not accepted.

(xvi) Provision of over-head electric traction equipment for Private/Assisted siding is an item of Railway Capital even for portion falling within private land in terms of para 2010-E. Such costs may be debited to the Siding owner or DF. Not accepted.

(xvii) Expenditure on Surveys is initially charged to Revenue, but when the projects are taken up, these costs are capitalised. Such costs may not be written back from Revenue. Not accepted.

(xviii) At present spares, beyond certain monetary values in Diesel Sheds, Steam Sheds and Electric Sheds are capitalised. Since these spares are primarily meant for maintenance purposes and are actually used for repairs, the same need not be allocated to Capital. Not accepted.

University in National Capital Region

3997. SHRI GOPI NATH GAJAPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have a proposal to set up a separate university for the National Capital Region;

(b) whether the proposed university is likely to be set up during 1995-96 academic year;

(c) if so, the site selected for the purpose; and

(d) the fund earmarked for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) No, Sir. However, the National Capital Region Planning Board had set up, in

September, 1994, an Inter-State Task Force for an indepth examination of the various issues involved in the creation of a separate university for the National Capital Region.

(b) to (d). Do not arise.

[Translation]

Passenger Facilities

3998. SHRI CHHITUBHAI GAMIT :
SHRI N.J. RATHVA :
SHRI CHANDRESH PATEL :
Will the Minister of RAILWAYS pleased to state :
(a) whether the basic passenger amenities and facilities provided at Jamnagar, Hapa, Dwarka, Okha

and other railway stations on Rajkot and Bhavanagar divisions, Surat Station and in trains of Western Railway are inadequate;

- (b) If so, the reasons therefor;
- (c) the time and manner in which all the basic passengers and other amenities are likely to be provided;
- (d) the amount spent on each of the stations of the above divisions during January 1, 1994 and March 31, 1995, and
- (e) the amount likely to be spent during the current year?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). Passenger amenities commensurate with the volume of traffic handled have already been provided at these stations. Further amenities will be provided when so warranted by increase in traffic.

(d) and (e). Details for each of the divisions are as under :

(figures in lakh of Rupees)

Division	Expenditure in the period 1/94 to 3/95	Allocation 1995-96
Rajkot	35	15
Bhavnagar	25	13

[English]

Production of Pulses

3998. DR. KRUPASINDHU BHOI :
SHRI K. PRADHANI .
SHRI ANNA JOSHI :

Will the Minister of AGRICULTURE be pleased to state :

- (a) the target set for the production of pulses for the Eighth Plan;
- (b) the achievements made in that direction so far;
- (c) the special measures being taken to achieve the target set for Eighth Plan;
- (d) whether production of pulses during the year 1950-51 was accounted for 16.5 per cent of the foodgrains which dropped to 7.6 per cent by 1992-93;
- (e) whether because of the drop in production there has been a decline in per capita daily availability from peak 75 gms in 1959 to 37 gms in 1993;
- (f) whether as a result of this situation, the prices of pulses have risen beyond any calculation since many years and pulses have gone beyond the reach of the poor people; and

(g) If so, the corrective measures proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) The target of production of pulses for the terminal year of Eighth Plan i.e. 1996-97, is 17.00 million tonnes.

(b) The production achieved in 1993-94 was 13.10 million tonnes.

(c) The Centrally Sponsored National Pulses Development Project (NPDP) is in operation in the country to increase productivity and production of pulse crops for achieving the targets.

(d) The percentage of pulses to the total foodgrains production in 1950-51 and 1992-93 was 16.548 and 7.14 respectively.

(e) There has been decline in per capita per day availability of pulses which has come down from 75 grams in 1959 to 34.8 grams in 1993. There are many other sources of protein supply, like cereals, milk, fish, meat, fruits, vegetables etc., production of which has increased many fold. The over all protein availability has increased per capita per day.

(f) and (g). Prices of Pulses have gone up as there has been general inflation in prices of all commodities which are also decided by the market forces. Steps have been taken to increase the production of pulses through increase in area and productivity.

Centrally Sponsored Schemes

4000 DR. SAKSHIJI : Will the Minister of AGRICULTURE be pleased to state :

(a) the amount of allocation made for Centrally sponsored schemes relating to white revolution, animal husbandry and fisheries implemented in Uttar Pradesh during 1994-95, scheme-wise; and

(b) the targets fixed and actually achieved in respect of these schemes during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) The details of various centrally sponsored schemes relating to white revolution, animal husbandry and fisheries implemented in Uttar Pradesh alongwith the funds released during 1994-95 are given in the Statement enclosed.

(b) As a result of the implementation of various schemes, the targets fixed and achievements made in

respect of milk, egg and wool production and areas covered under the scheme of development of fresh water aquaculture during 1994-95 are as under :

	1994-95	Target	Achievements (Ant.)
(i) Milk (million tonnes)	11.4	11.4	
(ii) Egg (million)	1309	1309	
(iii) Wool (000'kg)	2400	2400	
(iv) Water area brought under fish culture (ha)	6000	5900	

STATEMENT

*Details of Various Centrally Sponsored Schemes
Relating to White Revolution, Animal Husbandry and
Fisheries Implemented in Uttar Pradesh Alongwith
the Funds Released during 1994-95.*

(Rs. in lakhs)

S.No.	Name of the Scheme	1994-95
1	2	3
1.	Assistance to States for Feed and Fodder Development	86.85
2	National Project on rinderpest eradication	46.50
3	Assistance to States for control of animal diseases	33.60
4	Professional Efficiency Development Programme	6.42
5	Assistance to States for modernisation/improvement of abattoirs and establishment of carcass and by products utilisation centres and hide tanning units	179.748
6.	Integrated Sample Survey	24.09
7.	National Bull Production Programme	25.75
8	National Ram/Buck Production Programme	20.525
9.	Development of Pack Animals	10.40
10	Assistance to States for Integrated Piggy Development	15.00
11.	Integrated dairy development in non-operation, hilly and backward areas	200.00

1	2	3
12.	Development of fresh water aquaculture	170.00
13.	Welfare of fishermen	36.66
14.	Strengthening of infrastructure for inland fish marketing	50.00

Circular Railway

4001. SHRI NIRMAL KANTI CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether any time bound programme has been chalked out for the electrification of Circular Railway;

(b) if so, the details thereof; and

(c) the steps taken by the Government to fulfill the persistent demand of running of DMU rakes and complete their missing link of circular railway at Calcutta between Princep Ghat and Majerhat section?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) and (c). Single line, non-electrified circular railway from Dum-Dum to Princep Ghat has already been commissioned for commuter traffic. Its extension to Majerhat and also for doubling and electrification of the entire length will be considered on finalisation of a fresh Techno-Economic Report and Cost Benefit Analysis Study at present in hand. Taking up of the project depends upon result of the survey and availability of resources in the coming years.

At present, there is no proposal for introduction of DMU trains on Circular Railway.

Unnatural Deaths of Animals

4002. SHRI K.H. MUNIYAPPA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have taken note of the unnatural deaths of endangered animals kept in zoos and safaris;

(b) if so, the details thereof;

(c) whether the Government have taken any action against the officers who are guilty of negligence for the death of these animals;

(d) if so, the details, thereof; and

(e) the present number of tigers and lions in both zoos and safaris?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Government have taken note of deaths of animals reported by Zoos/Safaris to Central Zoo Authority.

(b) Central Zoo Authority has received reports of deaths from various zoos/safaris. 1899 animals died during 1993-94 in various zoos.

(c) and (d). Zoos are owned by Central Government, State Governments, Municipal Corporations, Societies, Trusts and Public Sector Undertakings. Action as per rules for negligence for any specific dereliction of duty leading to death is taken by the controlling authority.

(a) Present number of tigers and lions in zoos are 344 and 547 respectively.

Promotion/Training Policy in NCDC

4003. SHRI KABINDRA PURKAYASTHA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether any policy of promotion/training has been formulated in NCDC;

(b) if not, the reasons for not formulating such policy even after 30 years of its establishment;

(c) whether the Government propose to start the process;

(d) if so, the time by which final decision is likely to be taken in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) The Service Regulations of National Cooperative Development Corporation (NCDC) have been notified on 25.5.1968. These Regulations include recruitment rules which include promotional policy as an in-built component. In so far as providing training to the officials of NCDC are concerned, the NCDC deputes its officials under various training programmes depending upon the requirements, relevance of the subject matter and suitability of the officials concerned.

(b) to (e). Do not arise.

[Translation]

Doubling of Railway line

4004. SHRI BHAWANI LAL VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the survey pertaining the doubling the railway line from Champa to Korba under Bilaspur Division of South-Eastern railway has been completed; and

(b) if so, the time by which approval in this regard is likely to be accorded and the estimated cost to be incurred on this work?

THE MINISTER OF RAILWAYS (SHRI D.K. JAFFER SHARIEF) : (a) No, Sir. The survey is still in progress.

(b) Does not arise.

New Sugar Mills

4005. SHRI PAWAN DIWAN :

SHRI CHINMAYANAND SWAMI :

Will the Minister of FOOD be pleased to state :

(a) whether production of sugarcane has been discontinued due to lack of sugar mills in various States

where good quality sugarcane used to be produced;

(b) if so, the details thereof; State-wise and the reaction of the Government thereon;

(c) whether Government propose to conduct a survey for setting up sugar mills in these regions;

(d) number of proposals received by the Government for setting up of new sugar mills at present, State-wise;

(e) the number of proposals cleared so far, State-wise; and

(f) the reasons for delay in clearing the remaining proposals?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) and (b). No, Sir. According to the information available with the Ministry of Agriculture, the production of sugar cane has increased during the current season 1994-95 as compared to the previous season 1993-94.

(c) The Union Government does not set up Sugar Mills in any part of the Country. It, however, grants letters of intent/industrial licences in accordance with prevailing licensing policy guidelines for setting up of the new sugar mills. It is for the entrepreneurs to conduct surveys for the setting up of new sugar mills.

(d) to (f) Out of 938 pending proposals for setting up of new sugar mills in various States of the Country, 813 proposals have already been scrutinised by the screening Committee till 31.1.1995. After examination, recommendations of the Ministry of Food were sent to the Ministry of Industry for consideration by the Licensing Committee. As on 31.1.1995, 74 letters of intent have been issued by the Ministry of Industry. The State-wise number of pending proposals, number of proposals considered and letters of intent issued is given in the Statement enclosed.

STATEMENT

State-wise Position of Proposals Received, Considered and Letters of Intent Issued for Setting up of New Sugar Mills (as on 31.1.1995)

S. No.	Name of State	No. of Proposals Pending	No. of Proposals Considered by the Screening Committee	No. of Letters of Intent Issued
1	2	3	4	5
1.	Uttar Pradesh	346	274	25
2.	Maharashtra	241	225	17
3.	Gujarat	13	13	2
4.	Bihar	27	27	1
5.	Haryana	18	18	4
6.	Punjab	34	30	-

1	2	3	4	5
7. Andhra Pradesh	100	97	15	
8. Karnataka	69	60	5	
9. Tamil Nadu	47	41	2	
10. Madhya Pradesh	26	14	2	
11. Rajasthan	2	2	-	
12. Orissa	8	7	1	
13. Kerala	1	1	-	
14. Himachal Pradesh	2	1	-	
15. Assam	2	2	-	
16. Arunachal Pradesh	1	1	-	
17. Nagaland	1	-	-	
Total	938	813	74	

[English]

Price of Molasses

4006. SHRI SOBHNADREESWARA RAO VADDE: Will the Minister of FOOD be pleased to state . . .

(a) the price of one tonne of molasses prior to de-control;

(b) the price per ton of molasses as on December 31, 1994, State-wise;

(c) the additional profits being earned by the sugar mills by crushing one lakh ton of sugarcane, State-wise;

(d) whether the Government have issued instructions to pass on 50 per cent of this profit to the cane growers;

(e) if so, the details thereof;

(f) the States where these instructions have not been followed; and

(g) the reaction of the Government thereto?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) Before decontrol, the price of molasses was regulated under the Molasses Control Order, 1961. The prices of various grades of molasses existing before decontrol were as follows:

Grade I Rs. 144/tonne

Grade II Rs. 115/tonne

Grade III Rs. 89/tonne

Below Grade III Rs. 86/tonne

(b) As per information received from the sugar factories, a Statement showing the average realisation made by the sugar factories during the sugar season 1993-94 (October-September) is enclosed.

(c) Profit/loss of sugar factories depends on various factors, such as adequate cane availability, size age and condition of Plant and machinery, technical and managerial competence, cane price, sales realisation

from sugar and by-products, etc. Thus the additional profits being earned by sugar mills by crushing one lakh tonne of sugarcane cannot be separately identified.

(d) to (g). Income derived from sale of by-products, including molasses, is taken into account while computing the notified cost of production of sugar. Excess realisation by sugar factories based on the aforesaid cost of production is to be shared between the cane growers and the sugar factories as provided under Clause 5A of the Sugarcane (Control) Order, 1966.

STATEMENT

Average Realisation Made by the Sugar Factories on the Sale of Molasses During the Sugar Season 1993-94 (Oct-September)

S.No.	Zone	Average Rate (Rs/Quintal) (1.10.93 to 30.9.94)
1.	Punjab	101.48
2.	Haryana	90.94
3.	Rajasthan	80.56
4.	West Uttar Pradesh	66.07
5.	Central Uttar Pradesh	74.51
6.	East Uttar Pradesh	88.57
7.	Madhya Pradesh	209.38
8.	South Gujarat	159.06
9.	Saurashtra	191.93
10.	South Maharashtra	141.41
11.	North Maharashtra	123.27
12.	Central Maharashtra	150.92
13.	North Bihar	92.10
14.	South Bihar	
15.	Orissa-Assam-Nagaland-West Bengal	281.14
16.	Andhra Pradesh	132.89
17.	Karnataka	115.72
18.	Tamil Nadu and Pondicherry	133.81
19.	Kerala, Goa and Coastal Karnataka	150.00
	All India	110.57

Centrally Sponsored Schemes in Gujarat

4007. SHRI DILEEP Bhai SANGHANI : Will the Minister of AGRICULTURE be pleased to state . . .

(a) the details of the Centrally sponsored schemes implemented in Gujarat State during the years 1993-94, 1994-95 till date with a view to boost agricultural production;

(b) the achievements made under these schemes during the above period;

(c) the expenditure incurred thereon, so far;

(d) the incentives being provided to farmers in the State to boost the agricultural/horticultural production; and

(e) the further steps proposed to be taken by the Government to encourage the farmers of the State?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). The following important Central/centrally sponsored schemes have been implemented in Gujarat during 1993-94 and 1994-95 :

- (1) Integrated Cereal Development Programme - Rice (During 1993-94),
- (2) Integrated Cereal Development Programme - Wheat (During 1993-94).
- (3) Intensive Cotton Development Programme.
- (4) National Pulses Development Programme.
- (5) Oilseeds Production Programme.
- (6) National Watershed Development Project for Rainfed areas.
- (7) Soil Conservation in the catchment of River Valley Projects.
- (8) Promoting use of Plastics in Agriculture.
- (9) Integrated Development of Tropical and Temperate zone fruits.
- (10) Development of spices.
- (11) Balanced and Integrated use of fertilizers.

The implementation of the schemes has helped in substantial increase in production of foodgrains, oilseeds and cotton over the production in 1991-92.

(c) An amount of about Rs. 52 crores was released to the State Government in respect of these schemes during 1993-94 and 1994-95.

(d) and (a). The incentives provided under the crop development schemes during this period to the farmers included distribution of certified seeds, herbicides, Plant Protection chemicals and equipments, improved farm implements, production technology demonstrations, farmers training, etc. Under Horticulture Development Programmes, assistance was provided for new Nurseries and tissue culture units, supply of planting material, distribution of minikits, training of farmers, etc. Assistance was also provided under the scheme for use of plastics in agriculture for installation of drippers, mulching and setting up of green houses. This assistance under various programmes will be continued during the remaining period of the Eighth Plan.

Upgradation of Railway Junction

4008. SHRI DWARAKA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to upgrade the Baderpur Railway Junction in Karimganj district of Assam as Railway division; and

(b) If not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). A study of issues relating to reorganisation of zones and divisions has recently been completed by this Ministry. Further processing for formulation of proposals and other related matters is being undertaken.

Denotification of Forest Land

4009. SHRI RABI RAY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether the Government of Punjab has decided to identify a large chunk of forest land near Chandigarh;
- (b) if so, the details thereof;
- (c) whether the decision of the Government of Punjab has violated the provisions of the Forest (Conservation) Act, 1980; and
- (d) if so, the concrete steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) to (d). A report was received from Regional Office of this Ministry at Chandigarh that a news item had appeared in a vernacular news paper 'Ajit' on 12th March, 1995 that a decision had been taken by the Punjab State Government to de-notify private areas closed under Section-4 and 5 of the Punjab Land Preservation Act, 1900 in the State. The report further stated that this would be in violation of the provisions of the Forest (Conservation) Act, 1980. Accordingly, the Ministry had written to the State Government on 3rd April, 1995 requesting them to keep the decision of the State Government in abeyance. The State Government has since informed that no such decision has been taken.

[Translation]

Prices of Onion

4010. SHRI JANARDAN MISRA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the prices of onion have again increased in the country as a result of lifting the ban on export of onion; and

(b) If so, the steps proposed to be taken by the Government to control its price?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) No, Sir. The export of onion was suspended for a brief period from 22.10.1994 to 3.11.1994. With the arrival of late Kharif crop and then summer crop, the wholesale Price Index of onion exhibited a declining trend. The price situation of onion is at present satisfactory.

(b) Since the prices of onion at present are ruling at a reasonable level, no specific step is required.

[English]

Taj Mahal

4011. SHRI SREENIVASA PRASAD :

SHRI TARA SINGH :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Supreme Court has held his Ministry responsible for violating the directives on the pollution to Taj Mahal;

(b) if so, the details of the guidelines/directives issued by the Supreme Court to his Ministry for implementation;

(c) whether the Government propose to implement directives of the Supreme Court in letter and spirit; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) and (b). The Hon'ble Supreme Court of India, in its order dated 24.02.1995, in W.P. (Civil) No. 13381/84 - M.C. Mehta Vs. Union of India and Others, regarding the effect of pollution on the Taj Mahal, has asked the Government to issue strict instructions to the effect that environment protection matters be dealt with on a war-footing. Further, the Hon'ble Court expressed dissatisfaction regarding the delay in granting environmental clearance for setting up of a Hydrocracker unit in the Mathura Refinery. It has also been directed that increasing pollution of air and waters of the country has to be viewed with utmost anxiety and given top-most attention specially by the Ministry of Environment and Forests.

(c) and (d). Consequent to the directions of the Hon'ble Supreme Court, the Government have given a greater thrust for the implementation of certain priority programmes. These include the following :

(i) Unleaded petrol has been made available from 01.04.1995 in the four metros of Delhi, Calcutta, Bombay and Madras for use with new four-wheeler petrol vehicles required to be fitted with catalytic converters to control toxic vehicular emission in these cities.

(ii) Several steps have been initiated including a ten point package programme to save the Taj Mahal from the deleterious effects of air pollution. A Committee under the Chairmanship of Dr. S. Varadarajan has been set up for, *inter-alia*, identifying the control measures to decrease pollution in the Agra-Mathura Trapezium. The Committee has accelerated its work.

(iii) Steps have been initiated for development of National Master Plan for Solid Waste Management.

(iv) Additional emphasis has been given to industrial pollution control and compliance by the industries of the consent requirements of the State Pollution Control Boards to limit the discharge of effluents and emissions within the prescribed standards..

(v) With the issue of the Environment Impact Assessment Notification in January 1994 (amended in May, 1994), carrying out environmental impact assessment and formulating an effective environmental management plan have been made mandatory for projects with a significant pollution potential.

(vi) Through a Central initiative, upgradation of the facilities of the Pollution Control Boards in several States has been undertaken.

[Translation]

Over Bridges

4012. SHRI CHETAN P.S. CHAUHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received any proposal from the Government of Uttar Pradesh for the construction of over-bridges on railway crossings during the last three years;

(b) if so, the details thereof;

(c) whether the Government propose to construct over-bridges on such railway crossings which are situated on important and overcrowded places;

(d) if so, the details thereof;

(e) the locations where construction work of over-bridges is going on; and

(f) the time by which this work is likely to complete?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The State Government desired replacement of following level crossings by Road over/under bridges.

(I) Road under bridge in lieu of level crossing No. 154-C at Km. 18/31-33 on Delhi-Ghaziabad section of Gaushala Road at Ghaziabad.

(II) Road over bridge in lieu of level crossing No. 109-A at Km. 1325/35-37 on Ghaziabad-Kanpur section Ramghat Road near Aligarh Junction.

- (iii) Road over bridge in lieu of level crossing No. 95-A at Km. 1296/29-31 at Hathras.
- (iv) Road over bridge, in replacement of level crossing No. 74/Spl. at Km. 105/8-9 on Ghaziabad-Moradabad section.
- (v) Road over bridge in replacement of level crossing No. 41/Spl. at Km. 64/10-11 near Hapur.
- (vi) Road over bridge in replacement of level crossing No. 40-B at Km. 91/8-9 near Sakoli Tanda.
- (vii) Road over bridge in lieu of level crossing No. 404/A-3 at Km. 1376/1-2 on National Highway No. 24 near Rampur.

- (viii) Road over bridge in lieu of level crossing No. 413/A-3 at Km. 91/8-9 on National Highway No. 24 near Moradabad.

- (ix) Road under bridge in lieu of level crossing No. 29 at Etawah.

- (x) Mau-Indara Road over bridge in lieu of level crossing No. 2A at Sikatia.

(c) and (d). Busy level crossings those having more than 1 lakh train vehicle units a figure obtained by multiplying number of trains and number of road traffic units passing over the level crossing in 24 hours are considered for replacement by road over/under bridge if proposal is sponsored by the State Government duly consenting to sharing of cost as per rules.

(e) and (f). A Statement is enclosed.

STATEMENT

(e) and (f). The details are given below :

S.No.	Location	Target		Remarks
		Railway Portion	State Government Portion	
1	2	3	4	5
1.	Road over bridge in lieu of level crossing No. 34-B at Km. 58/15-16 at Sultanpur	Work held up due to non-acquisition of land, Railway portion of work will be completed in one year after acquisition of land		Not available
2.	Road over bridge in lieu of level crossing No. 12-A at Km. 877/26-27 at Subedarganj.	12/95		Not fixed
3.	Road over bridge in lieu of level crossing No. 73-A at Km. 143/11-12 at Phaphamau.	Completed	9/95	
4.	Road over bridge in lieu of level crossing No. 26-A/E2 at Km. 187/8-12 Rai-Barlelly.	Completed	3/96	
5	Road over bridge in lieu of level crossing No. 279-B3 at Km. 1175/6-7 at Hardol.	12/96	12/96	
6.	Road over bridge in lieu of level crossing No. 116-A at Km. 6868/0-1 on Ahaura Road-Jeonathpur section.	Completed	9/95	
7.	Road under bridge in lieu of level crossing No. 29-A at Etawah.	12/96		Not fixed.
8.	Road over bridge between Mau-Indara in lieu of level crossing No. 0/Spl.			Bridge commissioned.
9.	Road over bridge in lieu of level crossing No. 6 near eye/halit hospital at Kanpur.	Not fixed	Not fixed	Work would be taken up after State Government starts work on approaches.

1

2

3

4

5

DEPOSIT WORKS

10 Road over bridge in Balamau by pass road at Km. 55/126 at Sitapur.
 11. Road over bridge 3 Nos at Faizabad.

State Government has made only part payment.

Sports Facilities

4013. DR. LAL BAHADUR RAWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether the Government have formulated any scheme for providing sports facilities to the poor children;
- (b) if so, the details thereof; and
- (c) the places where sports centres are located in Uttar Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) : (a) and (b). No, Sir. However, facilities for sports are provided through following schemes of the Government and Sports Authority of India (SAI) :

(i) Scheme of Grants for Creation of Sports Infrastructure :

Central assistance on matching basis is provided to State Governments and voluntary sports bodies for construction of infrastructure.

(ii) Scheme of Grants to Rural Schools :

A lump sum grant up to Rs. 1.00 lakh can be availed of by a rural secondary/senior secondary school for development of play ground and purchase of sports equipment.

(iii) Assistance to Rural Sports Club :

Under the scheme of Rural Sports Programme, a rural sports club can be given assistance for sports equipment with one time grant up to Rs. 30,000/- in case of tribal block, assistance up to Rs. 45,000/- may be given. This may be followed by a grant of Rs. 5,000/- per annum for subsequent two years.

(iv) National Sports Talent Contest Scheme :

Selected children are admitted for training in sports in SAI adopted schools where their board, lodging, tuition fees etc. are met by SAI.

(v) Special Area Games Centres :

The scheme aims at identifying groups and regions where natural talent and aptitude for

a particular sport exists. Selected children are given training in sports. In addition, educational and vocational training facilities are also provided.

(vi) Sports Projects Development Area (SPDA)

The scheme aims at providing basic sports facilities at selected locations through a comprehensive and integrated system of coaching and training.

(vii) Sports Hostel Scheme :

The scheme aims at establishing and running sports hostels for sportspersons who have been successful in State and national level championship.

(viii) Boys Sports Companies in Army :

SAI and Army are jointly operating this scheme for scouting talented boys and training them in sports.

(c) In Uttar Pradesh, SAI Sports Centres are located at Dehradun, Varanasi, Lucknow, Roorkee, Ranikhet, Bareilly, Kashipur and Ra-Bareilly.

[English]

Raja Rammohan Roy Library Foundation

4014. SHRI CHITTA BASU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government had ordered an enquiry into the functioning of the RAJA RAMMOHAN ROY LIBRARY FOUNDATION;

(b) if so, whether the enquiry has since been concluded;

(c) if so, the findings thereof; and

(d) action taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) A review Committee has been appointed by the Government.

(b) No, Sir.

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

Vehicular Pollution

4015. SHRI AMAL DATTA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) the details of directions given by the Supreme Court regarding reduction of pollution by motor vehicles;
- (b) the steps taken by the Government for carrying out the directions;
- (c) whether the Government have been able to comply with the directions fully and in time; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) The Supreme Court had directed vide its Order dated 21.10.94 that from 1.4.1995, unleaded petrol should be sold in the four metropolitan cities of Delhi, Bombay, Calcutta and Madras through selected retail outlets to cater to the requirements of new catalytic converter fitted four-wheeler petrol vehicles sold in these metros from this date.

(b) The Government has implemented the Court's directive by introducing unleaded petrol which is being supplied in the four metros through 154 retail outlets from this date, for use of new catalytic converter fitted four-wheeler petrol vehicles sold and registered in these metros from 1.4.95.

(c) Yes, Sir.

(d) Does not arise.

Industrial Licence to Sugar Mills

4016. SHRI SHIV SHARAN VERMA :

SHRIMATI BHAVNA CHIKHLIA :

Will the Minister of FOOD be pleased to state :

(a) the number of entrepreneurs/companies/mills that have applied for industrial licences for setting up of new sugar mills and expansion in the existing units during 1994-95, State-wise;

(b) the steps being taken to clear the applications which have already been forwarded by the State Governments, State-wise;

(c) whether the Government have withheld the issue of industrial licences for setting up of sugar mills particularly in Gujarat;

(d) if so, the details thereof; and

(e) the estimated time by which these licences are likely to be issued to the applicants?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) During the Sugar Year 1994-95 (October-September) up to 31.1.1995, 25 proposals for grant of letters of intent for setting up of new sugar mills, and 8 proposals

for expansion in the existing sugar units have been received through the Department of Industrial Development, Ministry of Industry. The State-wise details are given below :

S. No.	State	No. of proposals received for setting up of new sugar mills	No. of proposals received for expansion in the existing Units
1.	Uttar Pradesh	13	4
2.	Madhya Pradesh	2	1
3.	Maharashtra	2	1
4.	Karnataka	2	-
5.	Andhra Pradesh	2	1
6.	Tamil Nadu	3	1
7.	Nagaland	1	-
Total		25	8

(b) The Central Government is at present reviewing the licensing policy for sugar industry. A decision on the pending applications for grant of letters of intent for setting up of new sugar mills would be taken thereafter.

(c) As on 31.1.95, no proposals for setting up of new sugar mills in the State of Gujarat were pending consideration in the Ministry of Food.

(d) and (e). Question does not arise.

[Translation]

Indo-German Collaboration

4017. SHRI RAMPAL SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any agreement has recently been signed between India and Germany to give assistance to those universities that promote education and technique transfer;

(b) if so, the details thereof; and

(c) the date from which the said agreement would be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) According to the information furnished by the University Grants Commission and Department of Culture, no agreement is reported to have been signed for assistance to those universities that promote education and technique transfer. However, a Cultural Exchange Programme for the period 1993-96 was signed on October 13, 1993.

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

Tri-Level Reform Agency

4018. SHRI RAM KRIPAL YADAV :
SHRI KASHIRAM RANA :

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the details of the work done during the previous year to constitute the tri-level reform agencies at District level, State level and National level to strengthen the Consumer Protection Act; and

(b) the details of the work completed so far in this regard?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) and (b). The Consumer Protection Act, 1986 envisages setting up of three-tier machinery for the redressal of consumer grievances. A National Consumer Disputes Redressal Commission (National Commission) has been set up by the Central Government at the national level. 31 State Consumer Disputes Redressal Commissions (State Commissions) and 457 Consumer Disputes Redressal Fora (District Forum) have been set up by the State Governments/UTs. Besides, two Divisional Fora and one State Commission is functioning in Jammu and Kashmir under the Jammu and Kashmir Consumer Protection Act, 1987. The Planning Commission has agreed to provide Rs. 61 crores as one-time financial assistance to the State Governments/UTs for strengthening infrastructure of the consumer fora.

[English]

Centrally Sponsored Schemes

4019. SHRI SHARAD DIGHE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a number of schemes of the Department of Education are either not executed or are implemented partially by the States while funds allocated for them remain unused;

(b) if so, the details thereof; and

(c) whether Government have taken any steps to get the centrally sponsored schemes fully implemented by the States?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (c). Centrally Sponsored Schemes have in-built mechanisms for continuous monitoring to ensure proper utilization of funds and implementation. The systemic deficiencies in the implementation of the Centrally Sponsored Schemes in Primary education were reviewed in the special meeting of the State Education Ministers convened in New Delhi

on 4th April, 1995 and it was decided to make more systematic arrangements for monitoring and evaluation.

Admission in Kendriya Vidyalaya

4020. SHRI MUHI RAM SAIKIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 1124 on March, 21, 1994 and state :

(a) the details of the guidelines referred to therein;

(b) whether the Committee made any recommendations about the size of the class/section;

(c) if so, the details thereof; and

(d) the number of admissions made under special dispensation ordered in excess of 10% limit during 1994-95?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (c). The main recommendations of the Committee are :

(I) Total No. of admissions in all Kendriya Vidyalayas on special dispensation should not exceed 10% of the total admissions of the previous academic year.

(II) The class strength should be limited to 35 students per section and even after admission on special dispensation this should not exceed 45.

(III) Wherever the class strength has exceeded the other limit of 45 the Government should provide additional infrastructure like additional class rooms, additional sections, additional teachers and additional schools wherever necessary.

(IV) A Member of Parliament can recommend two names for admission in each academic year and consultative committee members and Ministers can recommend 5 each.

A Monitoring Committee comprising some Members of Parliament from the Consultative Committee of the Ministry of Human Resource Development may be constituted to review such admissions on special dispensation each year.

(d) Kendriya Vidyalaya Sangathan has informed that 667 admissions have been ordered in excess of 10% limit during 1994-95.

Procurement Price of Foodgrains

4021. SHRI GEORGE FERNANDES : Will the Minister of FOOD be pleased to state :

(a) the procurement price, economic price, issue price and sale price of foodgrains in open markets in the country during 1993-94 and April-September, 1994-95; and

(b) the export price of wheat and rice marketed by the Food Corporation of India abroad during 1993-94 and April-September, 1994-95?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) Statements I to IV giving requisite information are enclosed.

(b) No commercial export of foodgrains was made by Food Corporation of India during 193-94 and 1994-95. However, small quantities of rice were supplied to Nepal on no-profit-no-loss basis i.e. at FCI's economic cost as a gesture of goodwill to a neighbouring country

STATEMENT-I

Procurement Price, Central Issue Price (Ex-FCI Godowns) and Economic Cost of Wheat and Paddy/Rice During 1993-94 and 1994-95.

(Rs. per quintal)

Marketing Year	Procurement Price				Effective From	Central Issue Price				Economic Cost			
	Wheat	Paddy				Wheat	Rice			Year	Wheat	Rice	
		Common	Fine	Super Fine			Common	Fine	Super Fine				
1993-94	330*	310	330	350	11.1.93	330	437	497	518	1993-94	532.03	665 10	
1994-95	350	340	360	380	1.2.94	402	537	617	648	1994-95	562.45	724 00 (RE)	

Marketing Year : for wheat : April - March
for Paddy/Rice : Oct. - Sept.

* Including bonus of Rs. 25/- per quintal

STATEMENT-II

Procurement Prices of Levy Rice for 1993-94 and 1994-95 Kharif Marketing Season

S.No.	States	Common		Fine		Super Fine	
		1993-94	1994-95	1993-94	1994-95	1993-94	1994-95
1.	Andhra Pradesh	518.90	565.45	550.40	598.95	581.90	628.45
2.	Assam	514.70	545.25	554.30	584.30	586.00	615 10
3.	Bihar	500.20	-	535.90	-	566.50	-
4.	Gujarat	484.45	-	513.80	-	543.15	-
5.	Haryana	529.20	579.80	578.25	630.30	616.00	668.50
6.	Delhi	526.20	553.85	578.25	602.05	616.00	638.50
7.	Karnataka	494.05	538.35	524.00	568.25	553.95	598.20
8.	Madhya Pradesh	512.85	546.05	543.95	578.40	575.10	606.75
9.	Orissa	528.80	578.15	560.90	608.30	593.05	640.40
10.	Rajasthan	521.30	556.15	565.35	611.10	606.75	653.10
11.	Punjab	533.40	582.55	582.00	633.40	620.90	671.85
12.	Uttar Pradesh	1501.45	556.35*	531.75	587.20*	574.75	631.90*
13.	West Bengal	1483.25	531.95	530.90	575.55	561.20	605.85
14.	Maharashtra	501.65	546.30	531.90	576.60	562.20	606.85
15.	Pondicherry	489.05	-	518.70	-	548.30	-
16.	Chandigarh	524.25	566.35	572.90	615.70	610.25	653.05

* U.P. levy prices of rice up to 15.12.1994 are given above and with effect from 16.12.1994 the levy prices will be as follows :

Common - Rs. 558.85

Fine - Rs. 589.85

Superfine - Rs. 634.75

STATEMENT-III

RATE Rs./PMT

Name of the State	Oct. 93	Nov. 93	Dec. 93 & Jan 94	Feb. 94 & Mar 94	Apr. 94 to Jul 94	Aug. 94 & Sep. 94	Oct. 94 & Nov. 94	Dec. 94	Jan. 95 to Mar. 95	Apr. 95
Punjab	Sale for	3850/-	3850/-	4100/-	4100/-	4150/-	4200/-	4150/-	4100/-	4100/-
Haryana	the									
Uttar Pradesh										
Delhi	month	4050/-	4050/-	4250/-	4250/-	4250/-	4300/-	4200/-	4150/-	4150/-
Rajasthan	of	4000/-	3950/-	4150/-	4150/-	4200/-	4250/-	4200/-	4150/-	4150/-
Jammu and Kashmir	Oct. 93 was	4000/-	4000/-	4200/-	4200/-	4250/-	4300/-	4200/-	4150/-	4150/-
Himachal Pradesh	conducted on the	4000/-	4000/-	4200/-	4200/-	4250/-	4300/-	4200/-	4150/-	4150/-
Maharashtra	basis	4450/-	4400/-	4650/-	4500/-	4550/-	4600/-	4550/-	4500/-	4350/-
Gujarat	of	4300/-	4250/-	4450/-	4350/-	4400/-	4450/-	4400/-	4350/-	4350/-
Madhya Pradesh	tender enquiry	4100/-	4000/-	4200/-	4100/-	4150/-	4200/-	4150/-	4100/-	4100/-
West Bengal		4400/-	4250/-	4400/-	4350/-	4450/-	4450/-	4400/-	4350/-	4350/-
Bihar		4300/-	4190/-	4350/-	4300/-	4350/-	4400/-	4350/-	4300/-	4300/-
Tamil Nadu		4500/-	4500/-	4750/-	4600/-	4650/-	4700/-	4650/-	4600/-	4550/-
Andhra Pradesh		4450/-	4450/-	4700/-	4550/-	4600/-	4650/-	4600/-	4550/-	4550/-
Karnataka		4550/-	4550/-	4750/-	4800/-	4650/-	4700/-	4650/-	4600/-	4550/-
Kerala		4600/-	4600/-	4800/-	4600/-	4650/-	4700/-	4650/-	4600/-	4550/-

* Price of wheat under open sale for Madhya Pradesh reduced to 4100/- P/MT w.e.f. 4.3.1994.

STATEMENT-IV

Prices Announced by FCI for Open Sale of Rice During January, 94 to April, 1995

Rate Rs. per MT

Name of the State	January 94	Feb. 94 to May. 94 *	Jun. 94 to Jul. 94	Aug. 94 and Sep. 94 **	17th Oct. to Dec. 94	Jan. 95 to Apr. 95
1	2	3	4	5	6	7
Punjab	The	6600/-	6550/-	6550/-	7050/-	7000/-
Haryana	sale was	6600/-	6550/-	6550/-	7050/-	6950/-
Uttar Pradesh	conducted	6600/-	6550/-	6550/-	6800/-	6800/-
Delhi	on the	6700/-	6600/-	6600/-	6900/-	6700/-
Rajasthan	basis of	6600/-	6550/-	6550/-	6900/-	6800/-
Jammu and Kashmir	tender	6600/-	6550/-	6550/-	6900/-	6800/-
Himachal Pradesh	enquiry	6600/-	-	-	-	-
Maharashtra		6800/-	6700/-	6650/-	6800/-	6600/-
Gujarat		6800/-	6700/-	6650/-	6800/-	6600/-
Madhya Pradesh		6600/-	6550/-	6550/-	6700/-	6600/-

1	2	3	4	5	6	7
Bihar		6600/-	6550/-	6550/-	6800/-	6600/-
West Bengal		6600/-	6550/-	6550/-	6800/-	6600/-
Orissa		6600/-	6550/-	6550/-	6750/-	6650/-
Tamil Nadu		7000/-	6700/-	6650/-	6800/-	6600/-
Andhra Pradesh		6600/-	6550/-	6550/-	6700/-	6600/-
Karnataka		7000/-	6700/-	6650/-	6800/-	6600/-
Kerala		7100/-	6700/-	6650/-	6800/-	6600/-

* The prices for fine rice both raw and parboiled in Rs. 200/- P/MT less than the that of superfine rice. In Andhra Pradesh It is less by Rs. 100/- per MT for Feb., 94.

** Price for fine rice is Rs. 300/- less than that of superfine rice.

Research on Coconut

4022. SHRI RAMESH CHENNITHALA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether ICAR has done any research on coconut; and

(b) if so, the details of research done on coconut during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir. Indian Council of Agricultural Research is conducting Research on coconut at Central Plantation Crops Research Institute, Kasaragod (Kerala) and its regional station Kayangulam (Kerala), Kudlu (Karnataka), Andamans and Laksha dweep Islands. Under All India Coordinated Research Project on Palms, the coconut research is being done at 10 centres located in the State Agricultural Universities.

(b) The major achievements during the last three years are :

- (i) Two high yielding coconut varieties viz. Veppankulam 3 (Tamil Nadu) and Double Centuary (Andhra Pradesh) were released.
- (ii) Hot Spot surveys in root (wilt) disease affected areas of Kerala have helped to identify disease free high yielding palms and the hybrids developed using these palms are under evaluation.
- (iii) Coconut based cropping systems have been developed for Kerala, Karnataka, Assam, Andhra Pradesh which have substantially increased the yield of coconut and created additional employment opportunities.
- (iv) Development and demonstrated the integrated pest management for black headed caterpillar.

(v) Sound management practices were developed and demonstrated for managing ganoderma wilt and stem bleeding diseases of coconut.

(vi) Several drought tolerant lines were identified and are being utilised for developing drought tolerant varieties.

(vii) A protocol for field collection of coconut embryos, their storage up to six months and successful culturing has been developed.

(viii) The technology of using coconut by products/ wastes like leaves and apadix after degradation to cultivate oyster mushroom has been successfully used and is being transferred through regular training programmes.

[Translation]

New Railway Zones

4023. DR. LAXMINARAYAN PANDEYA :

SHRI SARAT PATTANAYAK :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministry/Board propose to create new Railway zones;

(b) whether a committee has also been constituted for the purpose; and

(c) if so, the details of report of the committee?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). The study group, which had been constituted for examining the existing geographical distribution of zones and divisions in the wake of Project Uniganga and the construction of Konkan Railway, has suggested a need for its rationalisation. Further processing for the formulation of proposals and other related matters is being undertaken.

[Question]

Price-Index of Agricultural Inputs

4024. SHRI FARAS RAM BHARDWAJ : Will the Minister of AGRICULTURE be pleased to state :

(a) whether any proposal is under consideration of the Government for linking to prices of agricultural products with the price-index of agricultural inputs to defuse the likely impact on fertilizers etc, arising out of the cut made in subsidy;

(b) if so, the details thereof; and

(c) the time by which final decision is likely to be taken and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) to (c). The Government announces minimum support prices of major agricultural commodities on the basis of the recommendations made by the Commission for Agricultural Costs and Prices (CACP), views of State Governments and concerned Central Ministries and other relevant factors. While formulating its recommendations on price policy the CACP considers a number of important factors like cost of production, input/output price parity, changes in input prices, trends in market prices, parity between prices paid and prices received by farmers (Terms of Trade), etc. Thus, changes in input prices are duly taken into account in the formulation of agricultural price policy. According to the existing methodology for recommending minimum support prices, there is a provision for adjustment of minimum support prices announced before sowing season in case of increase in input cost turns out to be higher than an anticipated rise.

Touting Operations

4025. SHRI MOHAN RAWALE :

PROF. SUSANTA CHAKRABORTY :

SHRI RAM PRASAD SINGH :

SHRI SANAT KUMAR MANDAL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether attention of the Government has been invited to the news item captioned "Touts corner railway tickets for making big bucks during summer rush" appearing in the Indian Express, New Delhi dated the March 30, 1995;

(b) if so, the facts of the matter reported therein as gathered by the Northern Railway and his Ministry, and

(c) the drastic measures the Government have taken or propose to take not only in the capital but in other metro cities also and particularly against the railway staff found acting in collusion with such touts and curb travelling on improper tickets?

THE MINISTER OF RAILWAYS (SHRI C K JAFFER SHARIEF) : (a) Yes, Sir.

(b) Cases of touts and anti-social elements indulging in cornering of berths/seats have come to the notice of the Railway.

(c) Surprise checks are conducted regularly to check the persons indulging in such activities jointly by the Commercial and Vigilance Departments with the help of GRP/RPF and action is taken against them under the Railways Act. These checks have been intensified during summer rush to curb their activities in this busy period. The staff found involved in or abetting such activities are severely taken up for penal action.

Gauge Conversion

4026. SHRI PURNA CHANDRA MALIK : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have any proposal for conversion of Bardhaman-Katwa Narrow Gauge line into Broad Gauge line;

(b) if so, the details thereof, and

(c) the steps taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C K JAFFER SHARIEF) : (a) No, Sir

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

[Translation]

Agricultural Development Projects

4027. SHRI N.K. BALIYAN : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of the projects proposed to be implemented under Agriculture Development Programmes in Uttar Pradesh and Madhya Pradesh during the next three years; and

(b) the details of the amount likely to be spent on each project?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). Major agricultural development programmes implemented by the Government of India in the States of Uttar Pradesh and Madhya Pradesh are given below:

1. Integrated Cereal Development Programme
- Wheat (U.P. only)
2. Integrated Cereal Development Programme
- Coarse Cereals (M.P. only)
3. Integrated cereal development programme
- Rice
4. Intensive Cotton Development Programme
5. Oilseeds Production Programme

6. National Pulses Development Project.
7. National Watershed Development Programme for rainfed Areas
8. Use of Plastics in Agriculture
9. Development of spices.
10. Soil Conservation in Catchment of River Valley Projects.
11. Integrated Watershed Management in Catchment of Flood Prone Rivers.
12. Reclamation of Alkaline soils (U.P. only)

These programmes would be continued during the next three years. The amount likely to be spent on each programme would depend upon the proposals received from the States and the progress of utilisation of funds already released by the Central Government.

[English]

Agricultural Universities

4028. SHRI SANDIPAN BHAGWAN THORAT Will the Minister of AGRICULTURE be pleased to state

(a) whether the Government have reviewed the performance of Agricultural Universities recently to improve the quality of education and problem oriented research;

(b) if so, the details of the fresh initiatives taken/ schemes launched and results achieved thereunder during the past three years and details of action plan for 1995-96 State-wise in general and Maharashtra in particular;

(c) the steps proposed to strengthen the Agricultural Universities in the country and upgrade the research work through meaningful collaborations/joint ventures etc, and

(d) the requirement of trained agricultural scientists of various levels for the next five years and actual capacity of educational institutions?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) to (d). No, specific review has been made recently by Indian Council of Agricultural Research about the performance of Agricultural Universities to improve the quality of education and problem oriented research. However, matters related to agricultural education and research are discussed in the Annual Conference of Vice Chancellors of Agricultural Universities and broad policy decisions taken with regard to the implementation of on going projects like National Agricultural Research Project which has been implemented in all the Agricultural Universities of the country including Maharashtra. No new schemes have been launched during the last 3

years. However, funds allocated to different states, including Maharashtra, under ongoing project, National Agricultural Research Project, are given in the Statement enclosed. Recently an Agricultural Human Resource Development Project with World Bank assistance has been approved. Moreover, agriculture is a State subject and concerned State Governments and State Agricultural Universities are to assess and recruit the required trained agricultural scientists. Specific information about the recruitment of trained agricultural scientists for next 5 years and actual capacity of educational institutions is being sought from the State Agriculture Universities/State Government.

STATEMENT

Year-wise and State-wise Funds Released under World Bank Aided Project on National Agricultural Research Project.

S.No	State	(Rs. in lakhs)		
		1992-93	1993-94	1994-95 (Tentative)
1.	Haryana	94.30	89.30	77.98
2.	Andhra Pradesh	232.58	79.82	88.50
3.	Gujarat	66.53	148.08	98.50
4.	Karnataka	177.14	91.08	185.59
5.	Punjab	115.62	72.34	81.73
6.	Tamil Nadu	296.77	41.35	102.53
7.	Orissa	88.28	119.32	130.64
8.	Himachal Pradesh	181.31	48.07	154.11
9.	Madhya Pradesh	204.54	308.92	216.14
10.	Uttar Pradesh	245.84	303.90	304.14
11.	Maharashtra	264.93	230.01	275.40
12.	Kerala	75.90	75.73	131.41
13.	Rajasthan	156.38	224.24	156.38
14.	Assam	87.89	85.81	87.89
15.	Bihar	66.63	105.30	117.00
16.	West Bengal	114.61	218.57	133.41
17.	Jammu and Kashmir	168.21	87.06	340.47
Total		2637.46	2328.90	2681.82

Nizam's Jewellery

4029. SHRI MANORANJAN BHAKTA Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether jewellery items of former Nizam of

Hyderabad are proposed to be displayed in the National Museum; and

(b) If not, what steps are being taken for the complete protection of the valuable items?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DÉPARTEMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Yes, Sir.

(b) Does not arise.

Compensation for Damage Goods

4030. MAJ. GEN. (RETD). BHUWAN CHANDRA KHANDURI :

DR. LAXMINARAYAN PANDEYA
SHRI ATAL BIHARI VAJPAYEE

Will the Minister of RAILWAYS be pleased to state—
(a) the number of claims for damaged goods pending till date;

(b) the main reasons for these claims, and

(c) the time by which these claims are likely to be settled?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) 18851 Claims cases for loss/damaged goods are pending as on 31.3.95 on all Railways

(b) The main reason is non-submission of relevant documents etc. in time.

(c) The claims are settled on the merits of each individual case. Every effort is made to settle the cases as early as possible.

The following measures have been taken to expedite settlement of pending claims cases—

- (i) Monetary power for settlement of claims officers has been increased
- (ii) Authority to settle time barred claims has been delegated to General Managers
- (iii) Financial limits for prior Internal Accounts check has been increased

Gauge Conversion

4031. SHRI C.P. MUDALA GIRIYAPPA : Will the Minister of RAILWAYS be pleased to state—

(a) whether the Government have any proposal to provide a direct broad gauge line between Bangalore and Hyderabad;

(b) if so, the details thereof, and

(c) the time by which the work is likely to commence?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a)to(c). Gauge conversion of Secunderabad-Dronachallam section with a new line from Gooty to Pendekallu is in progress and is targeted for completion by 31.3.97. With this, a direct BG line will become available between Hyderabad (Secunderabad) and Bangalore via Guntakal and Kurnool.

Shatabdi Express

4032. SHRI GURUDAS KAMAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government proposed to allow private sector to run Shatabdi Express trains; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir

(b) Does not arise.

[Translation]

Seeds Production

4033. SHRI GUMAN MAL LODHA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether several public sector institutes are engaged in seed production in the country;

(b) if so, the names of the institutes engaged therein during 1994-95,

(c) the total quantity of seeds of wheat, rice, pulses and edible oils produced by them during 1992-93, 1993-94 and 1994-95 respectively;

(d) whether the Government have made additional capital investment in these institutes during these years,

(e) if so, the amount of additional capital investment during these years separately; and

(f) the total losses suffered by these institutes during the above years?

THE MINISTER OF STATE IN THE MINISTRY OF NON CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) to (c). Department of Agriculture and Cooperation has no public sector institute under its control which is engaged in seed production. Certain research institutes under the control of Indian Council of Agricultural Research (ICAR) and State Agricultural Universities are undertaking Breeder Seed Production besides their other activities. List of these institutes is enclosed as Statement-I. Total quantity of Breeder Seed of Wheat, Rice, Pulses and Oilsseeds produced during 1992-93, 1993-94 and 1994-95 was respectively 21249.23, 18444.39 and 7638.01 (Kharif 1994 only) quintals. However, there are two national level organisations

namely, National Seeds Corporation Limited (NSC) and State Farms Corporation of India Limited (SFCI) and 13 State Seed Corporations established under the Companies Act, which are engaged in seed production in the country. List of States having Seed Corporations is enclosed as Statement-II. State Departments of Agriculture and private seed organisations are also engaged in seed production. The total quantity of certified/quality seeds of Wheat, Rice, Pulses and Edible Oil seeds made available during the year 1992-93 was 51.98 lakh quintals in 1993-94, 56.85 lakh quintals and in 1994-95, 62.40 lakh quintals.

(d) and (e). Under the National Seed Project-III during 1992-93, 1993-94 and 1994-95 an amount of Rs. 4729.83 lakhs, Rs. 3742.07 lakhs and Rs. 2013.96 lakhs respectively was released to NSC, SFCI and State Seed Corporations and ICAR for augmenting infrastructural facilities under these organisations for seed production.

(f) Losses suffered by NSC and SFCI during these years are as under :

	PROFIT (+) / LOSS (-)	(Rs. in lakhs)
	N.S.C.	S.F.C.I.
1992-93	(-) 587.26	(-) 603.88
1993-94	(-) 337.25	(-) 176.44
1994-95	Not yet available	Not yet available

Position about Profit/Loss suffered by various State Seeds Corporations is being collected and will be laid on the Table of Sabha.

STATEMENT-I

A List of ICAR Institutes, SAUs and Other Institutions Engaged in Breeder Seed Production.

I. ICAR INSTITUTES

1. Indian Agricultural Research Institute, New Delhi.
2. Central Rice Research Institute, Cuttack.
3. Vivekananda Parvatiya Krishi Anusandhan Sala, Almora.
4. Central Institute of Cotton Research, Nagpur.
5. National Research Centre for Sorghum, Hyderabad.
6. Directorate of Rice Research, Hyderabad.
7. Indian Institute of Pulses Research, Kanpur.
8. Directorate of Oilseed Research, Hyderabad.
9. National Research Centre for Groundnut, Junagadh.

10. Central Arid Zone Research Institute, Jodhpur
11. Central Research Institute of Jute and Allied Fibres, Barrackpore
12. Indian Institute of Horticulture Research, Bangalore.
13. Directorate of Vegetable Research, Varanasi.
14. Central Tobacco Research Institute, Rajahmundry.
15. Sugarcane Breeding Institute, Coimbatore.
16. National Research Centre for Soyabean, Indore.
17. National Research Centre for Rapeseed and Mustard, Bharatpur.

II. AGRICULTURAL UNIVERSITIES

18. Andhra Pradesh Agricultural University, Hyderabad
19. Rajendra Agricultural University, Samastipur (Bihar)
20. Gujarat Agricultural University, Ahmedabad, Gujarat
21. Haryana Agricultural University, Hisar.
22. University of Agricultural Sciences, Bangalore.
23. University of Agricultural Sciences, Dharwad.
24. Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur.
25. Indira Gandhi Krishi Vishwa Vidyalaya, Raipur.
26. Punjab Krishi Vidyapeeth, Akola.
27. Marathwada Agricultural University, Parbhani.
28. Mahatma Phule Krishi Vidyapeeth, Rahuri.
29. Punjab Agricultural University, Ludhiana.
30. Rajasthan Agricultural University, Udaipur.
31. Tamilnadu Agricultural University, Coimbatore.
32. B B Pant University of Agriculture and Technology, Pantnagar.
33. Narendra Dev University of Agriculture and Technology, Faizabad.
34. Konkan Krishi Vidyapeeth, Dapoli.
35. Assam Agricultural University, Jorhat.
36. Himachal Pradesh Agricultural University, Palampur.
37. Jammu and Kashmir University of Agricultural Science and Technology, Srinagar.
38. Kerala Agricultural University, Thrissur.

39. Orissa University of Agriculture and Technology, Bhubneswar.

40. Bidhan Chandra Krishi Vishwa Vidyalaya, Kalyani (W.B.)

III. OTHER INSTITUTIONS

41. National Seeds Corporation, New Delhi.

42. State Farms Corporation of India Ltd., New Delhi.

43. International Crop Research Institute for Semi Arid and Tropicals (ICRISAT), Hyderabad.

44. Maharashtra Association for Cultivation of Science, Pune.

45. Area Agronomic Centre (NDDB), Amravati.

46. West Bengal Government Rice Research Station, Chinsurah.

STATEMENT-II

Name of States Having Seed Corporation

1. Andhra Pradesh
2. Assam
3. Bihar
4. Gujarat
5. Haryana
6. Karnataka
7. Maharashtra
8. Madhya Pradesh
9. Orissa
10. Punjab
11. Rajasthan
12. Uttar Pradesh
13. West Bengal

[English]

Pollution Control

4034. SHRI UDAYISINGRAO GAIKWAD : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state .

(a) whether the Government have implemented all the recommendations of the High Powered Committee which was constituted to study the causes of heavy pollution in Delhi;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) (a) to (c). The Government of National Capital Territory of Delhi have constituted a committee under the Chairmanship of the Chief Secretary to implement the recommendations of the High Powered Committee. Several meetings of this committee have been held wherein the action points for compliance have been prioritised. The concerned departments have been asked to draw up time-targetted action plans to control pollution in Delhi.

Environmental Courts

4035. DR. RAMESH CHAND TOMAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have set up Environmental Courts in each State and at the Centre;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which these Courts are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH). (a) to (d). A Bill to provide for strict liability for damages arising out of any accident occurring while handling any hazardous substance was introduced in the Lok Sabha on 18th August, 1992 and is due for consideration and passing. The Bill also seeks to establish a National Environment Tribunal for effective and expeditious disposal of cases arising from such accident, with a view to giving relief and compensation for damages to persons, property and the environment and for matters connected therewith or incidental thereto.

[Translation]

Tele Time update Service

4036. SHRI SATYA DEO SINGH :
SHRI RAM PAL SINGH :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Northern Railway has launched "Tele Time update Service" recently;

(b) if so, the details and main features thereof;

(c) whether the Government have received several complaints in regard to this service; and

(d) if so, the action taken by the Government for redressal of these complaints?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) This service gives information regarding arrival/ departure of trains and late running position of trains and reservation status of the passengers on telephone

to the subscriber through computerised Interactive Voice Response System.

(c) Some complaints were received regarding non-furnishing of reply to enquiries regarding passenger reservation status.

(d) The reason for non-furnishing of reply by the system was due to some technical flaw in the newly installed system which has since been rectified and all the enquiries are now being replied to properly.

[English]

Pension Scheme in Kendriya Vidyalayas

4037. DR. SUDHIR RAY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the details of cases of settlement of pension and other terminal benefits pending in Kendriya Vidyalaya Sangathan as on date, category-wise and region-wise;

(b) whether the usual period spent by Kendriya Vidyalayas in settlement of such cases is inordinately long and leads to litigation; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Kendriya Vidyalaya Sangathan has furnished details of 51 cases pending as on date, which are given in the enclosed Statement.

(b) and (c). No, Sir. Kendriya Vidyalaya Sangathan follows Government instructions regarding payment of pension in time. However delays occur in certain cases, due to incomplete information received from the pensioner like bank option, status report in family pension cases etc. Regular monitoring is done by the Kendriya Vidyalaya Sangathan to ensure expeditious finalisation of pension cases.

STATEMENT

Pending Pension Cases (Region-wise and Category-wise)

S.No.	Name of the Region	Category of employees				Total
		'A'	'B'	'C'	'D'	
1	2	3	4	5	6	7
1.	Bombay	-	-	1	-	1
2.	Hyderabad	-	-	-	1	1
3.	Delhi	-	-	2	1	3

1	2	3	4	5	6	7
4.	Patna	2	1	6	-	9
5.	Lucknow	-	1	-	1	2
6.	Madras	-	-	-1	-	1
7.	Bhopal	-	-	1	-	1
8.	Calcutta	2	-	1	1	4
9.	Jabalpur	1	-	1	-	2
10.	Ahmedabad	-	-	1	-	1
11.	Guwahati	-	2	5	4	11
12.	Silchar	-	1	-	-	1
13.	Jalpur	3	-	2	2	7
14.	Dehradun	1	-	1	-	2
15.	Bhubaneshwar	1	1	-	1	3
16.	Chandigarh	-	-	2	-	2

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[Translation]

Foodgrains

4038. SHRI CHINMAYANAND SWAMI
DR. LAL BAHADUR RAWAL .

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have assessed the requirement of foodgrains in the country for the year 1995-96;

(b) if so, the details thereof; and

(c) the production target fixed for the current year and the targets fixed for Uttar Pradesh, Rajasthan and Punjab separately?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). The gross requirement of foodgrains during 1994 has been estimated at 175.11 million tonnes. Requirement of total foodgrains may be higher by 2 to 2.75% depending on the increase in the per capita income, level of prices, etc. during 1995.

(c) The target of production of foodgrains in the country for the year 1995-96 has been envisaged at 192 million tonnes. The targets envisaged for Uttar Pradesh, Rajasthan and Punjab are 39.5 million tonnes, 10.2 million tonnes and 20.5 million tonnes respectively.

[English]

Ozone Fund

4039. SHRI SHRAVAN KUMAR PATEL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Montreal protocol for phasing out the Chloro Fluoro Carbons (CFCs) and Ozone Depleting

Substances (ODS), contemplated certain amount of contributions to the International Monetary Fund by the developed countries for the purpose;

(b) If so, the stipulation in the Protocol in this regard and the mechanism provided for monitoring the contributions; and

(c) the position of this Fund as on January 1, 1995?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). The Montreal Protocol under its article 10 has set up a Multilateral Fund (MLF) with contributions from the developed countries. The Fund meets all agreed incremental costs of ODS phase out of developing countries to enable their compliance with the schedule for phasing out ODS. The Meeting of the Parties decide the overall contributions (pledges) to be paid by the developed countries for three years at a time and also separately for each of the three years. The Meeting of the Parties, its Executive Committee and United Nations Environment Programme, acting as treasurer of the Fund, monitor these contributions.

(c) Total pledged contributions for the years 1991-95 were US \$ 537 million out of which US \$ 327 million were paid as on March 15, 1995 and US \$ 210 million were outstanding of which an amount of US \$ 140 million was outstanding for the calendar year 1995.

Railway line

4040 SHRI KODIKKUNNIL SURESH Will the Minister of RAILWAYS be pleased to state .

(a) whether the Government proposes to conduct any survey work to the Extension of Kayamkulam Railway line upto Trivandrum via Kottar-Vakkara and extension of Kottayam-Punalur Sabari Railway line survey upto Trivandrum;

(b) If so, the time by which the survey work is likely to be started and completed;

(c) whether the Government have given additional money for the survey extension; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d). Survey for Kayankulam-Trivandrum new line via Kottarakara had been carried out in 1987 which revealed that the cost of this 128 kms. line would be Rs. 115.24 crs. with a return of 7.94% This project could not be taken up because of its unremunerativeness and constraint of resources

Survey for extension of Kottayam-Punalur-Sabari railway line to Trivandrum at a cost of Rs 10 lakhs has been included in the Budget for 1995-96 and is being taken up

Sanskrit as an Elective Subject

4041. SHRI ATAL BIHARI VAJPAYEE :
DR. LASMINARAYAN PANDEYA :

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

(a) whether Government have taken any steps for the inclusion of Sanskrit as an elective subject in the syllabus of Navodaya Vidyalayas in the wake of Supreme Court judgement;

(b) If so, the details thereof and the consequent arrangements made for the teaching of Sanskrit in these Vidyalayaa;

(c) whether the Government would, keeping in view the perspective of this judgement and the importance of Sanskrit in our national ethos inclusion of Sanskrit in the syllabus of the education boards of various states; and

(d) If so, the time frame therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). The Navodaya Vidyalaya Scheme follows the Three Language Formula which is linked with its migration policy. In Hindi speaking States, apart from Hindi and English, all the students study a regional language of the State where they have to proceed on migration and in non-Hindi speaking States all the children study their regional language, English and Hindi to facilitate their migration to Hindi speaking States. Sanskrit is not being taught as one of the subjects in the Navodaya Vidyalayaa.

(c) and (d). The Education boards of various States are under the purview of the State Government and the syllabi of their boards are decided by the boards/State Governments concerned.

Thekkady Tiger Reserve

4042. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have cleared the Thekkady Tiger Reserve in Kerala;

(b) if so, the details thereof; and

(c) if not the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) The Tiger Reserve at Thekkady in Kerala is known as Periyar Tiger Reserve and was brought under Project Tiger during the financial year 1978-79.

(c) Does not arise.

[Translation]

Coal

4043. SHRI MAHENDRA KUMAR SINGH THAKUR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that unloading of coal having polluted contents and dust in thickly populated areas is hazardous for environment and public health;

(b) whether coal is unloaded on the thickly populated Kashi station;

(c) if so, whether the Government would consider the unloading of coal at Vyas Nagar in place of Kashi; and

(d) if so, the time by which the work is likely to be done and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Unloading of coal in very huge quantities in a thickly populated area may cause pollution.

(b) to (d). At present coal for Varanasi area is unloaded at three places viz. Kashi, Shivpur and Vyas Nagar according to the capacity available at each of these three points. Since it is not feasible to handle the entire coal traffic of Varanasi area at Vyas Nagar, there is no proposal at present to shift the unloading of coal presently being done at Kashi to Vyas Nagar.

Over Bridges

4044. SHRI SHIVRAJ SINGH CHAUHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Union Government have received any request from the Government of Madhya Pradesh for construction of over bridges on the railway crossings during the last three years; and

(b) the reaction of the Government thereto?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Yes, Sir. For construction of Road under bridge in lieu of level crossing No. 386/A at Satna Kotwali. It was included in the Railway's Works Programme 1994-95.

[English]

Arsenic Pollution

4045. SHRI SANAT KUMAR MANDAL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether while launching a programme to deal with Arsenic Pollution in ground water in at least five districts, the West Bengal Government has approached the Union Government for starting a dialogue with

countries like the USA, Japan and Taiwan which had faced a similar problem;

(b) if so, the reaction of the Government thereto; and

(c) the action initiated by the Government in this behalf?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) :

(a) No, Sir.

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

Computerisation

4046. SHRI SUKHENDU KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways statistical evaluation is yet to be computerised fully despite the fact that railways have a large computerised net-work;

(b) whether the railways do not bring out reliable and authentic details of their performance in physical and financial term for a particular month in following fortnight; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) The existing computer systems on the Railways are basically job specific and have not as yet been integrated through a Computer network. However, a sizeable proportion of statistics relating to financial performance and to some extent physical performance are generated by processing data on computers

(b) and (c). Due to the vastness and complexities of the Indian Railways system, the lead time for processing the performance data, both physical and financial, is such that it is not presently possible to obtain these results by the following fortnight for a particular month.

World Bank Assistance

4047. SHRI RAM NAIK : Will the Minister of RAILWAYS be pleased to refer the reply given to starred Question No. 99 dated December 13, 1994 and state :

(a) the time upto which World Bank loan will materialise; and

(b) the time by which the projects under this scheme is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Five studies have been undertaken by Indian Railways with the assistance of World Bank to identify various rail related projects and prepare and formulate BUTP-II project. These studies are likely to take one year to complete. The time schedule for materialisation of loan and completion of projects would depend upon the outcome of the studies.

Transit Time

4048. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) Item-wise average transit time of piece meal/ small traffic and how it corresponds with the road traffic; and

(b) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The Railways have abolished booking of 'small' traffic. Transportation of piecemeal wagons in a reasonable transit time depends on availability of adequate wagon loads for a particular direction. Parcel traffic is largely cleared in the brake-vans S L Rs of passenger trains and/ or by attaching parcel vans. The average transit time of such traffic depends on various operating factors like speed, distance involved, density of traffic on a particular corridor etc. Special parcel trains are also run wherever traffic justifies. The average transit time by rail is not comparable with that of road transport where different transportation parameters operate.

Buffer Stock

4049. SHRI SYED SHAHABUDDIN : Will the Minister of FOOD be pleased to state .

(a) average daily level of buffer stock during 1993-94 and 1994-95, year-wise in metric tonnes in respect of wheat, rice and sugar;

(b) the estimated value of the average buffer stock at minimum support price item-wise;

(c) the total carrying cost of the buffer stock including handling charges, loss in storage and dehydration; and

(d) the unit cost, unit issue price, item-wise for the last year?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) According to existing buffer-stocking policy, Buffer Stock in the Central Pool is reviewed on monthly basis and regulated on quarterly basis on 1st April, 1st July, 1st October, and 1st January. Buffer Stocks maintained during 1993-94 and 1994-95 quarterly on these dates are as follows :

Date	Qty. in Million Tonnes			
	1993-94		1994-95	
	Rice	Wheat	Rice	Wheat
1st April	9.9	2.7	13.5	7.0
1st July	9.3	14.9	13.3	17.5
1st October	7.2	13.7	10.9	15.6
1st January	11.2	10.8	17.4	12.9

During the Financial Year 1993-94, a buffer stock of sugar of 5 lakh tonnes was maintained from 1.4.1993 to 30.9.1993 with the sugar mills on behalf of the Government.

(b) The estimated value of the average buffer stocks (wheat and rice) item-wise is as under :

	Wheat		Rice	
	Qty.	Value	Qty.	Value
1993-94	68.94	2860.32	99.34	5378.27
1994-95 (RE)	83.37	3654.94	145.03	3669.32

The estimated value of 5 Lakh Tonnes of buffer stocks of sugar taking into account all-India average ex-factory levy price of Rs. 670.99. per quintal for 1992-93 season works out to Rs. 335.50 crores.

(c) The carrying cost of buffer stock per quintal was as under :

Year	Carrying Cost	
	Rs. per quintal	Rs. Crores
1993-94	117.16	1245.34
1994-95 (RE)	103.80	1719.00

The buffer stock of sugar was maintained with the sugar mills themselves. For this purpose they are reimbursed storage interest and insurance charges from the Sugar-Development-Fund. The expenditure on this account is estimated at Rs. 42.5 crores for a period of 6 months, i.e. 1.4.1993 to 30.9.1993.

(d) The economic cost and average issue prices realised under various schemes for 1994-95 (RE) for wheat and rice were as under :

	Rs. per quintal	
	Wheat	Rice
Pooled cost of grain.	343.98	553.20
Procurement Incidentals.	100.53	044.36
Distribution Cost.	117.98	126.44
Economic Cost	562.45	724.00
Sales Realisation	398.98	598.98
Subsidy	163.47	125.78

The unit costs of sugar are as under :

	Rs. per quintal
All India Av. ex-factory unit cost for 1992-93 season.	Rs. 668.21
All India Av. ex-factory levy price for 1993-94 season.	Rs. 734.08
All India Av. ex-factory levy price revised from 16.9.1994 for the season 1993-94.	Rs. 700.92
All India Av. ex-factory levy price for 1994-95 season.	Rs. 785.45

Porterage Charges

4050. SHRI JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a persistent complaint that there is no monitoring or control over the exorbitant and arbitrary porterage charges at Howrah, Sealdah, New Delhi, Delhi and other important stations; and

(b) If so, the action taken by the Government to deal with such complaint?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). A few cases of overcharging by licensed porters have come to notice.

Porterage charges prescribed by the Railways are displayed on the notice boards at the stations and these are also announced over public address system for the information of the travelling public so that they pay the prescribed charges. Complaints of overcharging by porters are investigated and the licenses of the porters are suspended or terminated considering the gravity of the complaint. Surprise checks are also conducted by the Railways to apprehend the licensed porters indulging in malpractices.

National Creche Fund

4051. SHRIMATI VASUNDHARA RAJE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

the amount allocated to organisations for setting up Creche and Anganwadi-cum-creche centres in each state during 1995-96?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI) : No amount has been allocated to organisation for setting up Creche and Anganwadi-cum-creche centres in any State during 1995-96 as yet. However, amounts of Rs. 101.16 lakhs and Rs. 18.15 lakhs have been earmarked for allocation to organisations in states and union territories for setting up creches and Anganwadi-cum-creche centres respectively during 1995-96.

Registration of Coolies

4052. SHRI PIUS TIRKEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Alipurduar Division and various other stations like New Jalpaiguri, Kishan Gunj etc. of Katihar Division have no system of registration of coolies/ porters; and

(b) If so, the details thereof, specifying the rules and regulations laid down by the railways in this connection?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). There is no system for registration to work as coolies/porters at any station on the Indian Railways including in Alipurduar and Katihar Division including New Jalpaiguri, Kishan Gunj stations etc. The licensed porters are selected after calling for applications by giving advertisement in the local newspapers and on station notice boards as and when the vacancy arises. The applicants are then screened by a Screening Committee consisting of railway non-railway officials and persons selected are issued licences subject to medical and police verifications.

Hindi University

4053. SHRI RAMCHANDRA MAROTRAO GHANGARE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have decided to establish a Hindi University at Rashtra Prachar Samkt, Wardha;

(b) if so, the main objectives behind the said decision;

(c) the progress made so far in implementing the above decision; and

(d) the funds allocated for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) The Government have decided to establish a Central University named Antarrashtriya Hindi Vishwavidyalaya at Wardha. However, the exact site of the proposed University has not yet been decided and the Government is contemplating to constitute a Site Selection Committee for the said University.

(b) The main objective of the proposed University would be promotion and development of Hindi, through teaching and research, with a view to enabling it to achieve greater functional efficiency and recognition as a major international language.

(c) The Government have constituted an Expert Committee to prepare a draft Bill for establishment of the proposed University and all efforts are being made to finalise the legislative proposal for early introduction

(d) As in case of other Central Universities, the funds for the proposed University, when established, would be made available through University Grants Commission which is provided lump-sum Plan and Non-Plan grants by the Government annually.

Open Box Rail Wagons

4054. SHRI SULTAN SALAHUDDIN QWAISI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the prolonged and acute shortage of open box rail wagons has brought the movement of

coal from the coal field to the industry in upcountry areas almost to a stand-still;

(b) whether the rakes allotted in January have yet to be placed in the yards of various collieries for loading;

(c) the main reason for shortage of wagons for coal movements; and

(d) if so, whether the Ministry has been urged to provide sufficient wagons on a priority basis to ensure early coal movement in the country?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) All the rakes allotted in January '95 for upcountry destinations have been supplied.

(c) During busy seasons demand of wagons touches peak due to increased activity of all sectors of economy stretching rail infrastructure causing time lag in meeting

the demand.

(d) Yes, Sir.

Gauge Conversion

4055. SHRI ANNA JOSHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government of Maharashtra has recommended proposals for conversion of narrow/metre gauge railway line to broad-gauge for inclusion in the Action Plan of Railways; and

(b) if so, the details of railway lines proposed for conversion and the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) The following are the lines proposed for conversion and their current status :

Name of Project		Current status/Targetted date for Completion
1	Parbhani-Mudkhed-Adilabad (246 kms)	
	I. Parbhani-Purna (29 kms.)	Completed.
	II. Purna-Nanded (32 kms.)	Completed.
	III. Nanded-Mudkhed (23 kms.)	1995-96
	IV. Mudkhed-Adilabad (162 kms.)	1995-96
2	Gondia-Chanda Fort (242 kms.)	
	I. Gondia-Wadgaon (104 kms.)	Completed
	II. Wadgaon-Chanda Fort (138 kms.)	1996-97
3	Solapur-Bijapur (109 kms.)	Approval of the Planning Commission to the Project has been received.
4	Miraj-Latur (359 kms.)	Preliminary arrangements for taking up the work are on hand.
5	Daund-Baramati (42 kms.)	Completed.

Suppliers in Super Bazar

4056. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the number of complaints/representations received from the suppliers for not getting adequate purchase orders by the Super Bazar during the last one year;

(b) the details thereof and the action taken thereon;

(c) the system of placing purchase orders to the suppliers and how is it ensured that the system is fair and conducive in the interests of the consumers;

(d) number of alleged irregularities which came to light in the placement of the purchase orders and over

stocking of articles in the Super Bazar during the last three years;

(e) the details thereof and the action taken thereon;

(f) whether the Managers Regional Distribution Centres are responsible to ensure placement of proper indents on the Head Office for issue of purchase orders; and

(g) if so, the details thereof, if not, the reasons thereof?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) and (b). One complaint was received for not getting adequate purchase orders from Super Bazar. M/s Mittal Enterprises distributors of Charkha Soaps and Detergents had been writing to Super Bazar about

less purchase orders being placed on him. The purchase orders are placed according to the indents received from the branches.

(c) Mini branches send their indents to the Regional Distribution Centres. Regional Distribution Centres consolidate the indents of all their mini branches and the sales-areas under them and send their indent to the Purchase Department. Purchase Department places the Purchase Order on the concerned suppliers for the indents received from Regional Distribution Centres.

(d) and (e). No irregularities have come to light.

(f) and (g). Yes, Sir. The Regional Distribution Centre Managers receive the indents from the mini branches, consolidate them in one indent and sends it to the Purchase Department at headquarters.

Numerical Machine in Super Bazar

4057. SHRI AMAR ROYPRADHAN : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether Super Bazars have installed Alpha Numerical Machine which give the names of the items and their rates in all their branches;

(b) whether number of complaints have been received about overcharging during the last three years;

(c) if so, the details thereof, year-wise branch-wise; and

(d) the action taken by the Government in this regard?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) No, Sir. Super Bazar, Delhi has installed 55 Alpha Numerical machines so far.

(b) 13 complaints were received from 1992-93, 1993-94 and 1994-95.

(c) and (d). Details and the action taken by Super Bazar in each case is given in the Statement enclosed.

STATEMENT

Branch-wise Complaints Received About Overcharging of Rates During the Last Three Years i.e. 1992-93, 1993-94 and 1994-95.

1992-93

1. Moti Bagh	Warning issued to Branch Incharge and Sales Assistant.
2. Mayur Vihar	Case was filed.
3. INA R.D.C.	Warning issued to Sales Assistant.

4. Masjid Moth

5. Mayur Vihar

6. PNB R.D.C.

Warning issued to Branch Incharge.

Case examined and closed by the General Manager. Reply sent to customer.

Charge sheet of minor penalty issued on 30.6.92. Thereafter case was filed.

1993-94

1. Kamla Nagar Branch

2. Anand Niketan Branch

3. Anand Vihar

4. East of Kailash

5. Pallika Bhavan

6. J.P.N. (Drugs)

Warning issued to Branch Manager and Sales Assistant.

Strict warning issued to all staff.

Warning issued to Branch Incharge and Helper.

Case filed.

Warning to Branch Incharge and Helper issued.

Warning issued to Junior Sales Assistant.

1994-95

1. New Friends Colony Case was filed after investigation.

[Translation]

Railway Line

4058. SHRI NARAIN SINGH CHAUDHRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have conducted any survey in the past to construct a railway line between Jind and Hansi;

(b) if so, the details thereof;

(c) whether the Government have received any representations to start the construction of railway line between Jind and Hansi and between Uklana and Narwana;

(d) if so, the reaction of the Government thereto; and

(e) the reasons for delay in commencing work on these projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) A Techno Economic Survey for Jind-Hanai-Hissar railway line carried out in 1992 revealed that for a length of 69.24 kms the cost would be Rs. 41.92 crores with negative return.

(c) Yes, Sir.

(d) and (e). The work could not be taken up due to constraint of resources and the unremunerative nature of the work.

Pollution Control Project

4059. SHRI SURENDRA PAL PATHAK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have reviewed the progress of the programmes included in the first phase of pollution control project aided by the World Bank;

(b) if so, the main features of the said review;

(c) whether the World Bank has been apprised of the progress pertaining to the programmes included in the first phase of the said project; and

(d) the reaction of the World Bank thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) and (d). Yes, Sir. The Government have reviewed the progress of different components of the project which include the following :

(i) Institutional component

(ii) Investment component

(iii) Technical assistance

The major component of the project is for providing loans towards the installation of pollution control devices for large and medium scale industries in the public and private sector. The entire amount allocated for this purpose has been utilised. The expenditure related to the two minor components would be used by 1997, which is the completion period of the project.

(c) and (d). Yes, Sir. The World Bank has been apprised of the progress of the first phase during the recent visit of their supervisory mission. The World Bank has expressed their overall satisfaction on the progress of the project.

[English]

Palm Oil

4060. SHRI K.V.R CHOWDARY : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the details of the places allotted for the lifting the palm oil of the State of Andhra Pradesh;

(b) the details of the transportation cost per MT palm oil from the lifting place;

(c) whether the State Government has submitted any proposal to the Union Government requesting to increase the transportation cost per MT;

(d) if so, the action taken by the Government in this regard; and

(e) if not the reasons therefor?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) Imported edible oil (Palmolein) is made available to the Government of Andhra Pradesh for Public Distribution System from the nominated delivery point of the State Trading Corporation (STC) at Vizag Port. However, during 1994-95, the State Government was also authorised to lift Palmolein from Mangalore and Bombay since there was no stock of Palmolein at Vizag.

(b) Government of Andhra Pradesh is being provided road freight reimbursement at the rate of Rs. 335/- per MT for movement of edible oil stocks from Vizag to Hyderabad. In the case of palmolein allotted from Mangalore and Bombay, the actual expenditure incurred on transportation was reimbursed by Central Government.

(c) to (e). No Proposal has been received from Government of Andhra Pradesh for increasing road freight charges payable by the State Trading Corporation.

Gauge Conversion

4061. SHRI DHARMANNA MONDAYYA SADUL : Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been some imbalances in allocation of funds for the Railway Budget 1995-96 for proposals of conversion of single lines into double lines falling under different zones; and

(b) if so, the criteria laid down for the proposals for conversion?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Doubling of single line sections is taken up when their carrying capacity gets saturated, freight intensive sections being given priority. As such doubling of saturated lines is taken up on all-India basis and not on Zonal basis. Therefore, the question of imbalance does not arise.

Vehicular Emission Standards

4062. SHRI S.M. LALJAN BASHA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have given exemption to Government vehicles from enforcement of vehicular emission standards;

(b) if so, the reasons therefor;

(c) the steps taken by the Government to avoid dual standards for private vehicles and Government vehicles?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT OF FORESTS (SHRI KAMAL NATH) : (a) No, Sir.

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

Assistance to Voluntary Organisations

**4063. SHRIMATI BHAVNA CHIKHLIA :
DR. RAMKRISHNA KUSMORIA :**

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

- (a) the number of proposals received for financial assistance from Consumer Welfare Fund from various voluntary organisations working in the field of Consumer Education for promotion of the Official Languages in the field of Law, State-wise;
- (b) the number out of them cleared so far;
- (c) the steps taken by the Government for quick disposal of the cases; and
- (d) the amount of assistance released so far, State-wise?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) Promotion of the official languages in the field of law is not covered under the guidelines for seeking financial assistance from Consumer Welfare Fund.

(b) to (d). Does not arise.

Industrial Waste Water

4064. SHRI HARISH NARAYAN PRABHU ZANTYE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have formulated effective measures to prevent spread of industrial waste water;

(b) if so, the details thereof alongwith the preventive steps already taken/proposed to be taken and package of incentives/ disincentives formulated to deal with the problems; and

(c) the details of areas identified for tackling the problem on priority basis?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) and (b). Yes, Sir. The important measures taken in this direction include :

- (i) Standards for discharge of effluents from major categories of polluting industries have been evolved. Industries have been directed to comply with the prescribed standards on a time-bound basis. Monitoring of compliance is carried out by task forces.
- (ii) It has been made compulsory for major specified industrial and other activities to obtain environmental clearance based on impact assessment studies prior to site selection.

(iii) A scheme for providing assistance setting up of common effluent treatment plants in clusters of small scale industrial units has been taken up.

- (iv) Industries have been asked to comply with the consent requirements of the State Pollution Control Boards and have been directed to install necessary pollution control equipment on a time bound basis. Legal action is taken against the defaulting units.
- (v) Excise and custom duty exemption are provided for procuring pollution control equipment.
- (vi) Soft loan is provided for installing pollution control/prevention equipment by large and medium scale units
- (vii) A network of water quality monitoring stations have been set up. Data from these stations help in understanding the trends of pollution levels in the area.

(c) The Government have identified 24 critically polluted areas and actions have been undertaken to tackle the environmental degradation in these areas on priority basis. These include the following :

1. Chembur	: Maharashtra
2. Durgapur	: West Bengal
3. Korba	: Madhya Pradesh
4. Manali	: Tamil Nadu
5. Singrauli	: Uttar Pradesh
6. Angul-Talcher	: Orissa
7. Bhadravati	: Karnataka
8. Visakhapatnam	: Andhra Pradesh
9. Cocirin	: Kerala
10. Digboi	: Assam
11. Nagda-Ratlam	: Madhya Pradesh
12. Dhanbad	: Bihar
13. Najafgarh	: Delhi
Drain Basin	
14. North Arcot	: Tamil Nadu
15. Govindgarh	: Punjab
16. Vapi	: Gujarat
17. Pali	: Rajasthan
18. Howrah	: West Bengal
19. Bollaram Pattancheru	: Andhra Pradesh
20. Parwanoo	: Himachal Pradesh
21. Kala Amb	: Himachal Pradesh
22. Jodhpur	: Rajasthan
23. Tarapur	: Maharashtra
24. Ankleswar	: Gujarat

Welfare of Women

4065. SHRI PHOOL CHAND VERMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have increased the allocations for the schemes meant for the welfare of women during the Eighth Five Year Plan; and

(b) If so, the extent of increase in comparison to those in the Seventh Plan?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI) : (a) and (b). As against an allocation of Rs. 542.20 crores for the VIIth Plan, the allocation for the major schemes in the sectors of Rural Development, Labour, Education, Health, Women and Child Development, Welfare and Science and Technology in the VIIIth Plan is Rs. 1974.84 crores. The extent of increase is 264.22% over the VIIth Plan outlay.

National Talent Search Examination

4066. SHRI PRABHU DAYAL KATHERIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether NCERT propose to make an appraisal of the National Talent Search Programme;

(b) If so, whether the appraisal has been started; and

(c) the time by which it is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (c). The National Council for Educational Research and Training (NCERT) has been appraising the National Talent Search (NTS) Scheme from time to time on the basis of the feed back received from the Liaison Officers looking after state level NTS Examinations. Appraisals are a continuous process and changes are incorporated in the scheme as and when required.

Enrolment of Female Students

4067. SHRI ANKUSHRAO RAOSAHEB TOPE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the targets fixed for enrolling female students by Indira Gandhi National Open University during 1994-95;

(b) whether the targets have been achieved; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) In an Open University system, fixing of targets for enrolling the female students is neither possible nor necessary because such Universities admit all those who fulfil the eligibility criteria.

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

Foodgrains

4068. DR. AMRIT LAL KALIDAS PATEL :

SHRI BOLLA BULLI RAMAIAH :

SHRI NAWAL KISHORE RAI :

DR. CHINTA MOHAN :

SHRI GUMAN MAL LODHA :

SHRI RATILAL VARMA :

DR. P.R. GANGWAR :

SHRI D. VENKATESWARA RAO :

SHRI C.P. MUDALA GIRIYAPPA :

SHRI K.G. SHIVAPPA :

SHRI V. KRISHNA RAO :

Will the Minister of AGRICULTURE be pleased to state :

(a) the target fixed for production of foodgrains in each State for 1994-95, foodgrains-wise;

(b) the State-wise and foodgrains-wise actual production achieved during the period;

(c) whether the targets set for foodgrains production have not been achieved since 1991 in spite of record production;

(d) if so, the State-wise details thereof and the reasons therefor; and

(e) the incentives being provided to the State Governments to boost the production of foodgrains?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) State-wise and foodgrains-wise targets for 1994-95 are given in the Statement enclosed.

(b) Final Estimates of foodgrains production for 1994-95 have not yet become due from the States.

(c) Yes, Sir.

(d) The targets of foodgrains production were achieved in most of the years for some of the States like Haryana, Punjab, Karnataka, Himachal Pradesh, Jammu and Kashmir and Tamil Nadu. The targets could not be achieved in other States due to unfavourable rainfall and weather conditions in these years.

(e) For increasing the productivity and production of foodgrains, crop oriented production programmes viz.

Integrated Cereals Development Programme—Rice, Wheat and Coarse Cereals; and National Pulses Development Programme (NPDP) are being implemented. Besides, programmes for increasing the use of fertiliser in low consumption area and extension

of irrigation facilities are being implemented to improve the production of crops. Sufficient incentives are being provided through minimum support prices/adequate market support and supplying important inputs at reasonable prices.

STATEMENT

State-wise and Crop-wise National Production Targets for 1994-95

(Lakh tonnes)

State	Rice	Wheat	Coarse Cereals	Pulses	Total Foodgrains
Andhra Pradesh	108.00	0.01	21.85	7.50	137.36
Assam	32.00	1.25	0.20	0.80	34.25
Bihar	66.00	42.50	15.65	9.00	133.15
Gujarat	9.00	17.00	24.85	7.00	57.85
Haryana	19.00	65.00	8.50	7.00	99.50
Himachal Pradesh	1.30	5.50	7.06	0.20	14.06
Jammu and Kashmir	6.50	3.20	4.74	0.30	14.74
Karnataka	28.00	1.00	43.73	6.40	79.13
Kerala	11.00	-	0.04	0.30	11.34
Madhya Pradesh	58.80	51.00	39.10	31.00	179.90
Maharashtra	27.00	9.00	82.85	20.00	138.85
Orissa	65.00	0.80	5.89	11.30	82.99
Punjab	68.00	123.00	6.13	1.50	198.63
Rajasthan	1.45	43.00	39.28	16.50	100.23
Tamil Nadu	62.00	0.10	15.98	5.00	83.08
Uttar Pradesh	100.00	215.00	45.00	28.70	388.80
West Bengal	105.50	6.00	1.67	2.00	115.17
Others	16.45	1.64	2.38	0.50	20.97
All India	785.00	585.00	365.00	155.00	1890.00

[Translation]

Gauge Conversion

4069. SHRI PANKAJ CHOWDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether funds were allocated in the previous Budget for conducting a survey to lay metre gauge railway line in Ghugull and Maharajgunj (Uttar Pradesh);

(b) if so, whether no progress could be made in this work during the last year; and

(c) if so, the purpose for which the amount was diverted and utilised and the reasons for non-completion of this work?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) No, Sir.

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

Decontrol of Jaggery

4070. SHRI SANTOSH KUMAR GANGWAR Will the Minister of FOOD be pleased to state

(a) the benefits likely to accrue to the consumers as a result of decontrol of jaggery;

(b) whether any response has been received from various States in this regard; and

(c) if so, the details thereof?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) to (c). The Gur (Control) Order 1994 has been rescinded with effect from 21.3.1995. The removal of restrictions on gur traders has liberalised gur trade with consequential benefits to the consumers. No representation has been received against the rescission of the aforesaid Order.

[English]

Gauge Conversion

4071. DR. ASIM BALA . Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for broad gauge conversion of Shantipur-Nabadwip Ghat rail link, and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C K. JAFFER SHARIEF) . (a) No, Sir.

(b) Does not arise.

[Translation]

Education Ministers' Conference

4072 SHRIMATI SHEELA GAUTAM .

SHRI RAMESHWAR PATIDAR .

SHRI RAJESH KUMAR :

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

(a) whether one day conference of Education Ministers of States was held recently;

(b) if so, the details thereof;

(c) whether the Government have taken any step to formulate a working plan in consultation with the various State Governments and private educational institutions, and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) . (a) and (b) Yes, Sir A conference of Education Ministers of States/UTs was held at New Delhi on April 4, 1995 to discuss various aspects of Elementary Education programmes including the problem of dropout, resource mobilisation, decentralization of management, implementation of the Centrally Sponsored Schemes of Operation Blackboard, Non-Formal Education and District Institutes of Education and Training and School Nutrition Programme.

(c) and (d). It was jointly decided to formulate area-specific and category-specific action plans to increase enrolment and reduce drop out, particularly among girls and disadvantaged sections, to extend strong support to decentralisation of educational management, to sort out systemic problems affecting the implementation of Operation Blackboard (OB), Non-Formal Education (NFE) and District Institutes of Education and Training (DIETs), to prepare time-bound action plan for Operationalising DIETs before the next academic year to explore possibilities of using a satellite transponder for teacher training, to widely disseminate

information on tax concessions extended to contributions to Zilla Sakasharata Samitis for primary and adult education, to organise Pension Adalats to settle pension problems of teachers expeditiously, to make more systematic arrangements for monitoring and evaluation and to prepare a special package on education for the North-East within the existing schemes

[English]

Coal Wagons

4073. SHRI DATTA MEGHE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the coal wagons allotted to Maharashtra are inadequate to meet the requirement of the State,

(b) whether the Government would cope up with the requirement of wagons for coal for the industries of Maharashtra, and

(c) if so, the decision taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C K. JAFFER SHARIEF): (a) No, Sir.

(b) Yes, Sir.

(c) Railways have withdrawn all ceiling limits for movement of coal to industries and State Governments have been advised to sponsor the programme according to the requirement of the industries

Intercity Trains

4074. SHRI P. KUMARASAMY : Will the Minister of RAILWAYS be pleased to state :

(a) the routes on which Intercity/sub-urban trains are running in Tamil Nadu;

(b) whether the Government propose to increase the number of such trains and particularly on the routes linked with major agricultural production markets during harvesting time;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Mail/Express trains including Intercity trains are not planned State-wise. However, the routes on which Intercity services are available in Tamil Nadu include :

(I) Madras-Jolarpettai-Coimbatore

(II) Madras-Tiruchirappalli-Madurai

(III) Madras-Thanjavur/Tiruchirappalli

Suburban EMU trains in Madras area are available on:

Madras Central-Gummidipundi

Madras Central-Arakkonam-Tiruttani

Madras Central-Tambaram-Chengalpattu sections.

(b) to (d). The following trains planned to be introduced during 1995-96 will serve the State of Tamil Nadu also.

- (i) Madras-Colombatore Shatabdi
- (ii) Bombay-Nagorecoll Express (weekly) via Madurai
- (iii) Bangalore-Quilon Express (weekly)

There is no proposal to run additional train during harvest time. However, to clear summer and festival rush special trains are organised.

Guage Conversion

4075. SHRI UDDHAB BARMAN : Will the Minister of RAILWAYS be pleased to state :

- (a) whether a survey for Lanka-Ramnagar B.G. line in North-East Frontier Railway was conducted and the Expert Committee Report submitted;
- (b) if so, the salient features of the report;
- (c) the estimated cost to be incurred on this work;
- (d) whether the Railway is going to construct this B.G. line;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (f). The old survey done in 1983-84 revealed a cost of Rs. 658 crores with a negative rate of return. Updating of the survey for Lanka-Silchar (Ramnagar) Railway line has just been sanctioned. Further consideration of the project would be possible once the survey report becomes available.

[Translation]

Low Cost Techniques

4076. SHRI CHHEDI PASWAN : Will the Minister of AGRICULTURE be pleased to state :

- (a) whether any low cost techniques have been developed by the Indian Council of Agricultural Research;
- (b) if so, the details thereof for the last three years;
- (c) whether these techniques are being adopted by Indian farmers; and
- (d) if so, the names of States where these techniques are being adopted ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) A Statement is enclosed.

(c) and (d). Technologies generated are transferred to the farmers in the States where the Institutes and

Centres of Coordinated Projects are located. Dissemination of technology to the farming community are also undertaken through Krishi Vigyan Kendras/ Trainers Training Centres and Frontline Demonstration Programmes. The farmers are driving the benefit of these techniques almost in every state.

STATEMENT

Low Cost Technologies Developed Under ICAR During Last Three

ICAR through its research programmes have developed the following low cost techniques and equipment for adaptation by the farmers; in the preceding three years.

LOW COST EQUIPMENT/TECHNIQUES :

- Hand tools for sowing, transplanting, weeding, decorticating
- Bullock drawn tillage implements for upland and lowland puddling, multipurpose tool frame, drills and planters for irrigated and dry land farming
- Threshing equipment of varying capacity
- Improved storage structures and practices for rural level including identification of non-chemical plant origin grain protectants
- Identification of energy-efficient crop production equipment
- Dryers (renewable/non-renewable energy based) for dehydration of fruits and moisture control of grains
- Manual/power operated cleaning and grading equipment, grain flour separator for use at rural threshold
- General purpose grain mill, flour mill decorticator, green pea peeling machine, mango peeler and decorticator, potato peeler, oil expeller for rural agro-processing
- Gur processing and packaging techniques
- Techniques for propagation of host plant for breeding of lac insect with reduced maturity period from 15 to 5-7 years
- Technology for preparation of lac-based products
- Farm level renewable energy based gadgets as solar dryer, solar water heater, solar cooker, domestic biogas plant and appliances, etc.
- 4 blade propeller designed and fabricated for installation in medium size fishing vessel which resulted fuel saving to the extent of 20-35% as compare to the conventional 3 blade propeller
- Kaplan propeller nozzle combination designed and fabricated for installation in fishing craft which reduces fuel consumption to the extent of 25%

— Lost cost crab pots and fish traps designed and fabricated for operation in the inshore waters for the artisanal sector.

LOW-COST TECHNOLOGIES IN CROPS

Varieties and hybrids combining resistance to major pests and diseases have been developed in all crop plants. Adoption of such resistant varieties is the cheapest means of minimising crop losses due to pests and diseases. There is a great demand for resistant varieties/hybrids among farmers throughout the country.

Treatment of seed in a number of crops with fungicide/insecticide against several disease and insect pests can be controlled by these technology. This is a very cheap method of controlling the pest and being adopted mainly in rice and groundnut growing areas.

Sowing at the right time-every crop has specific recommended duration during which the sowing result in the highest possible yields and appropriate utilisation of various inputs.

Maintenance of appropriate crop stand-each crop has specified planting density to achieve high yields, use of low quality seeds, inappropriate sowing method and other management practices can reduce the plant stand and cause yield losses

Use of balanced fertilizers-appropriate production of major and minor nutrients should be used to derive the maximum benefits of fertilizer application.

Use of bio-fertilizers-Application of bio-fertilizers including the use of appropriate *Rhizobium* culture in pulses, *Aspergillus* and *Azospyillum* in millets and blue green algae/azolla in rice are very useful

Timely harvest of the crop-heavy losses due to shattering soaking, birds attack occur if the crops are not harvested in time. Harvesting should be undertaken as early as possible after the physiological maturity is reached.

Growing merrigold within tomato crop reduces the infestation by *Heliothis*. This technology is being practiced by Gujarat farmers.

Random planting of maize in irrigated cotton helps in conserving natural enemies of cotton pests which helps in reducing pest infestation in cotton. This practice is being followed by the farmers of the Gujarat.

To ward off the predatory birds like Rose ringed, parakeet, myna and house and house crow from the crops such as sunflower, maize, sorghum bajra, wheat and fruit orchards etc. by using reflecting metallic ribbon is in great demand among farmers in different regions. The cost of reflecting ribbon comes around Rs. 250/- ha. and practice is being widely adopted all over the country.

Integrated Pest Management technology for sugarcane, cotton and rice pests has been developed successfully. The technology is mainly based on the conservation, augmentation and release of natural enemies, need based use of soft chemical pesticide or plant based pesticides and use of resistant varieties.

HORTICULTURE

One low cost technology for raising potato crop using True Potato Seed (TPS) has been developed. Under this technology two population of TPS namely C-3 and HPS 1/13 were identified for commercial cultivation. This technology has several advantages viz reduced pathogen transmission, inexpensive long term, long storage and easy transport.

Bamboo method of rapid multiplication of black pepper developed at National Research Centre for Spices, at Calicut envisages multiplicative rate of 1 . 40 annually. One hectare of nursery can produce about 2.0 million rooted cuttings. This technology is being adopted by all the Government nurseries in pepper growing regions.

Low cost, 'Zero Energy Cool Chamber' with double brick wall has been designed and constructed for storage of fruits and vegetables at I.A.R.I., New Delhi. The Cool Chamber maintains about 10-12°C less temperature than outside field with about 90% RH. The Cool Chamber has found to be useful in many parts of the country.

PROMOTION OF BIO-FERTILIZER FOR SUBSTITUTING INVESTMENT OF FERTILIZER

Certain micro-organisms like bacteria and blue green algae have the ability to use atmospheric nitrogen and supply these nutrients to crop plants. The most widely used bio-fertilizer is *Phizobium* which in legume association can fix substantial amounts of nitrogen per hectare. The nitrogen fixed per year by different legumes is 100-150 kg. for clover, 40 kg. for cowpea, 100-150 kg. for alfalfa, 90-100 kg. for lentil, 150-300 kg. for lupins, 40 kg. for groundnut, 60-80 kg. for soyabean, 40 kg for mungbean and 100-150 kg for pasture legumes.

Azospirillum application will also increase grain productivity of cereals by 5-20 per cent. The third group includes free-living nitrogen fixers such as blue-green algae and *Azotobacter*. The application of *Azotobacter* bio-fertilizer has been found to increase the yield of wheat, rice, maize, pearl-millet and other crops.

APPLICATION OF ROCK PHOSPHATE

The experiment conducted in acid soils at Bhubneshwar, Ranchi, Jorhat, Shillong and Pantnagar have indicated that the indigenous rock phosphate in combination with 50% of water soluble rock phosphate can be used in case of paddy.

PROMOTION OF ENRICHED COMPOST

The experiments have indicated that addition of small amounts of rock-phosphate plays a significant role in promoting organic decomposition and enriching the compost with available phosphorus. Further it also helps to improve nitrogen content of rockphosphate-enriched compost and phospho-compost as it has been named by addition of small amounts of mineral nitrogen and other materials like pyrites. Pyrites help in nitrogen conservation during composting and enrich the compost with sulphur and iron also.

The use of phosphorus compost prepared by using 2.5 per cent to 5.0 per cent P_2O_5 as Mussorie rock-phosphate when applied at equal phosphorus-based was equal to or slightly better than the application is superphosphate.

VEGETATIVE BARRIERS AS MEANS FOR SOIL CONSERVATION

To cater to the needs of small and marginal farmers vegetative barriers (also known as live-bunds) for rainwater conservation and to regulate siltless overland flows have been emphasised during the last few years. Although maximum attention has been placed on *Vetiver* or *khus* (*Vetiveria zizanioides*). It has hardly shown any distinct superiority over other vegetative barriers generated from *anjan* grass, *lemon* grass, *broom* grass, *subsoul* etc.

INTEGRATED WEED MANAGEMENT

Weeds cause enormous losses and suffering to human beings by way of reduction of crop yields and quality, wastage of human energy and resources and increased expenditure to alleviate the problems caused by time.

Major components of integrated weed management systems (IWMS) have been identified as non-chemical methods with low cost input as under :

1. Stale seed, bed techniques
2. Use of weed competitive crop and cultivars
3. Crop rotation
4. Intercropping
5. Plant geometry and plant density
6. Water management
7. Soil solarization

AGRO-FORESTRY PROMOTION

Multi purpose tree species of fodder, fuel have been identified for different agro-ecological regions. For example *Prosopis cineraria* and *Techomella undulata* for desert ecosystem, *Ficus* species and *Alnus* sp. for North-East Himalaya *Albizia lebbek* Poplar for Indo-Gangetic plains, poplar with rice and wheat for Gangetic plains. *Prosopis cineraria*

with bajra, guar and Til for desert areas and *Acacia auriculiformis* with Til in humid and sub-humid areas are highly profitable as agri-silviculture systems.

Leucaena leucocephala with grasses such as chrysopogon and sehima in semi-arid tract and casuarina with napier in tropical region as silvopastural system have been found suitable.

Krishi Vigyan Kendras

4077. SHRI HARI KEWAL PRASAD : Will the Minister of AGRICULTURE be pleased to state :

- (a) the target fixed by the Government for setting up of Krishi Vigyan Kendras throughout the country;
- (b) the extent upto which the target has been achieved till March 31, 1995;
- (c) whether any year-wise target has been fixed;
- (d) if so, the details thereof for the last three years and during the remaining years of Eighth Plan;
- (e) whether the target fixed for a particular year has not been achieved;
- (f) if so, whether the Government have held any person responsible in this regard; and
- (g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) . (a) Yes. Sir. The ICAR has proposed to establish one KVK in each district of the country by end of IXth Five Year Plan.

(b) Till March 31, 1995, the Indian Council of Agricultural Research has established 261 Krishi Vigyan Kendras in different parts of the country

(c) No, Sir.

(d) During the last three years, the ICAR has established 152 KVKs in different districts of the country and during the remaining years of Eighth Plan, it is proposed to establish additional 119 KVKs in the country, subject to the availability of additional funds to the Council for this purpose.

(e) No, Sir.

(f) and (g). Question does not arise.

[English]

Doubling of Railway line

4078. SHRI LOKANATH CHOUDHURY : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government have any proposal for laying double railway line between Cuttack and Paradeep;

(b) if so, the details thereof;
 (c) the steps taken by the Government in this regard; and
 (d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) and (c). Patch doubling of Cuttack-Paradeep section from Raghunathpur to Rahama (28.5 kms) has been included in the Budget 1995-96 at a cost of Rs 25 crs. A sum of Rs 6 crs has been provided in 1995-96 for taking up the work.

(d) Does not arise.

Electrification of Railway Line

4079. SHRI RAM KAPSE : Will the Minister of RAILWAYS be pleased to state

(a) the number of railway routes in various parts of the country electrified till date, State-wise; and

(b) the routes likely to be electrified during 1995-96, State-wise and the estimated cost to be incurred on this work?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) The Statewise position of railway routes electrified till date are as under :

ANDHRA PRADESH

Routs

- i. Makudi-Elayur
- ii. Kazipet-Secunderabad/ Hyderabad
- iii. Gudur-Arakonam
- iv. Krishnacanal-Guntur Tenali.
- v. Waltair-Gorapur
- vi. Motumari-Jaggayapet

2 UTTAR PRADESH

- i. Sahibabad-Sadraja
- ii. Hodal-Jajau.
- iii. Mathura-Ranikund Rarah.
- iv. Datia-Basai, Matatila-Jiron-Dhaura
- v. Tundla-Aulenda.

3 TAMIL NADU

- i. Madras-Elayur
- ii. Madras-Erode/Salem-Metturdam
- iii. Jolarpettai-Patchur
- iv. Arakkonam-Ponpadu.
- v. Madras-Vijjupuram

4. GUJARAT

- i. Gholwad-Vadodara-Ahmedabad-Gandhinagar-Sabarmati.

- ii. Nahargarh-Godhra-Anand.

- iii. Godhra-Vadodra.

- i. Hodal-Tughlakabad.
- ii. Narela-Karnal.

5. HARYANA

6. RAJASTHAN

7. ORISSA

8. MAHARASHTRA

- i. Jajau-Hetampur.
- ii. Ranikund Rarah-Dhourkheri.
- iii. Bhawani Mandi-Kurias.
- iv. Chaumahala-Thuria.
- v. Bayana-Aulenda

- i. Jaraikela-Jharsuguda-Jamga
- ii. Rourkela-Birmitrapur.
- iii. Deojhar-Banspani, Barabili-Bolanikhadhan
- iv. Kotpur Road-Koraput-Gorapur.
- v Koraput-Damnjodi

9. KARNATAKA

- i. Bombay sub-urban area
- ii. Bombay-Burhanpur
- iii. Kalyan-Pune
- iv. Diva-Panvel
- v. Diva-Vasai Raod
- vi. Virar-Gholwad
- vii. Trombay-Kurla
- viii. Bhusawal-Wardha-Nagpur-Bortala
- ix. Makudi-Darimeta
- x. Badnera-Amravati
- xi. Jalamb-Khamgaon.
- xii. Butibori-Umrer.
- xiii. Tadali-Ghugus.
- xiv. Majri-Rajur.

10. MADHYA PRADESH

- i. Bisanathan-Bangalore-Kengeri
- i. Bhawani Mandi-Nagda-Nahargarh

- ii. Hetampur-Datia, Bina-Bhopal-Darimata.
- iii. Bhopal-Negda
- iv. Itarsi-Burhanpur.
- v. Bina-Katni-Bilaspur.
- vi. Anuppur-Bishrampur-Chiralmiri
- vii. Bartalo-Bilaapur-Jamga.
- viii. Champa-Gevra Road.
- ix. Kirandul-Kotparroad.

11. WEST BENGAL

- i. Howrah-Barakar.
- ii. Asansol-Biradilh incl. Jayachandi-Adra.
- iii. Howrah-Kharagpur-Chakulia incl. Panskura-Haldia and Santragachhi-Bargachia.
- iv. Howrah-Bandel-Burdwan incl. Bandel-Naihati and Sheoraphuli-Tarakeshwar
- v. Sealdah-Ranaghat-Krishnanagar Including Ranaghat-Shantipur and Dankuni-Dum dum.
- vi. Dum dum-Bangaon
- vii. Branch line of Sealdah area, Sealdah to Budge, Canning, Lakshmi Kantpur and Diamond Harbour.

12. BIHAR

- i. Dhanbad-Saldraja.
- ii. Talgaria-Phusro
- iii. Gomoh-Bhojudih-Incl. Tupkadilh-Talgaria.
- iv. Sonnagar-Barwadih.
- v. Birmadilh-Jaraikla.
- vi. Rajkharsuan-Dongaposi.
- vii. Chakulia-Sini-Kandra

13. DELHI

- i. Delhi-Narela
- ii. Delhi-Tughlakabad
- iii. Delhi-Shakurbaati
- iv. Delhi-Sahibabad and Delhi sub-urban area.

(b) The following routes are proposed to be electrified during 1995-96 :

Section	State	Outlay for 1995-96 (Rs. in Crs.)
1. Part of Sonnagar-Patraru	Bihar	40.00
2. Part of Gumia-Patraru	Bihar	10.00
3. Part of Delhi-Ambala-Ludhiana	Haryana	50.00
4. Part of Vijayawada-Visakhapatnam	Andhra Pradesh	75.91
5. Erode-Walyar Part of Erode-Palghat section.	Tamil Nadu	26.00
6. Jamadoba-Mohuda	Bihar	4.77
7. Bandel-Katwa	West Bengal	20.20
8. Vijayawada-Balharshah Branch lines	Andhra Pradesh	5.00

Essential Commodities Act, 1976

4080. SHRI BOLLA BULLI RAMAIAH : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Government propose to invoke the provisions of the Essential Commodities Act, 1955 and Weights and Measures Act, 1976 for ensuring that the benefit of excise duty concessions should reach the common man;

(b) whether directions have been issued to State Governments in this regard;

(c) if so, the report of the State Government's implementation of this Act; and

(d) the reaction of the Government thereto?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) The Essential Commodities Act cannot be invoked in this regard unless the item figures in it. We have recently removed a number of items to avoid harassment. However, the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 have some provision for this purpose.

(b) to (d) The implementation of the said rules is done by the States Enforcement Department and they have been activated only recently in this regard.

[Translation]

Research in Agriculture

4081. SHRI RAM PRASAD SINGH : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of new research undertaken in the country during the last four years in the fields of

foodgrains, pulses, oilseed and horticulture produce for increasing their production and for increasing the fertility of the soil;

(b) the steps taken to familiarise the agriculturists with the modern research and advanced techniques;

(c) the percentage of farmers in the country familiar with these modern technique and research; and

(d) the measures being taken for participation of social and private institutions in this work?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) (a) Statement is enclosed.

(b) to (d). Agriculturists are familiarised with advance technique through front line demonstrations which are organised in various parts of the country at farmer's field. Trainings are organised through State Agricultural Departments/State Agricultural Universities/Krishi Vigyan Kendras/Trainers Training Centres and Farmers Training Centres for farmers to disseminate modern technique and research. Two new schemes namely, 'Agricultural Extension through Voluntary Organisation' and 'Women in Agriculture' have been launched. The Extension Strategy during VIII plan period specifically focus on :

- (i) Involving Non Government Organizations in agricultural extension;
- (ii) Strengthening Extension Services for Women in Agricultural Development. A large number of farmers are familiar with the techniques developed.

STATEMENT

Details of New Research Undertaken During Last Four Years.

During the last four years researches were undertaken in achieving higher crop productivity and sustainability in crops under different agro ecological zones. The world's first high-yield and Semi-dwarf variety of Basmati rice 'Pusa Basmati 1' was developed which matures in 135 days and yields 4.5 tonnes/ha. 'Kasturi' is another high yielding basmati variety which matures in 125 days and yields 4 tonnes/ha. Two rice hybrids, APRH-1 (IR 58025 A/Vajram) and APRH-2 (IR 62829 A/MTU 9922) were released by the Andhra Pradesh Agricultural University in Hyderabad. The third hybrid CORH-1 (IR 62829 A/IR 10198-88-3R) was released by Tamil Nadu Agricultural University, Coimbatore. Few more hybrids are ready to be released shortly. The release of hybrids in rice is a very significant breakthrough and this would help the country to make another quantum jump in paddy production. In addition, introduction of improved rice varieties for low land, deep water ecosystem in the eastern India has increased the

productivity by 3 per cent/annum as compared to an all-India average of 2.5 per cent. A large area in coastal Andhra Pradesh used to remain fallow after taking the paddy crop. A variety of undbean that fits into paddy crop cycle and utilizes the rice fallow lands has been developed. It is a great breakthrough for the coastal Andhra Pradesh.

Wheat variety DT 46 (Triticale) has been released for cultivation in medium higher hills of Jammu and Kashmir, Himachal Pradesh, U.P., Sikkim and for eastern states for rained and timely sown conditions.

Seventeen new high yielding varieties of pulses (Pigeonpea, mungbean, urdbean, chickpea, lentil and fieldpea) have been developed. These are also resistant or tolerant to some of the most serious diseases affecting the pulse crop. In pigeonpea-wheat sequential cropping, pigeonpea genotypes AL-15 and ICPL 84031 were found to be most ideal for north eastern plain zone.

The oilseed crop improvement programme have resulted in the identification and recommendation for pre-release multiplication of eight improved varieties of different oilseeds possessing advantage in terms of yield, oil content and resistant to biotic and abiotic stresses in different agro-climatic regions and crop growing situations. These are GAU-SUF-15 in sunflower TKG-21, TKG-22 sesame; 48-1, DCS-9 and SKT-73 in castor, Girnar in safflower; DRG-12 and DRG-17 in groundnut. As compared to traditional oilseed cultivars the new generation of improved cultivars recommended to different agro-ecological situations displayed on an average 15-30% yield superiority. Seven high yielding varieties of soybean were also developed.

Fruits

3 promising mango hybrids (Arka Aruna, Arka Puneet and Arka Anmol), 6 varieties of grapes, two varieties (Arka Amulya and Arka Maridula) of guava, an improved acid lime selection (Selection 49) have been developed and recommended. Ber cultivar 'Gola' and Kaithil have been found to be promising in South India (A P and Tamil Nadu). In Sapota, a hybrid PKM 2 was released for Tamil Nadu.

Softwood grafting has been commercially successful in mango, sapota and cashew in Maharashtra. Mango variety Lakshman Bhog has maximum shelf life of 16-18 days and soil drench of 5g of paclobutrazol per plant improves flowering and fruit production in mango. In banana, high density (4444) plants per ha (1.5m x 1.5m) is possible for Dwarf Cavendish variety.

Vegetable Crops

In vegetable crops 22 high yielding varieties in 10 vegetable crops namely Brinjal, onion, Garlic, Peas, Cowpea, Bitter gourd, Bottle gourd, Carrot, Sponji gourd, Tomato; 24 F-1 hybrids in 5 vegetable crops viz. Cabbage, Cauliflower, Brinjal, Tomato and Carrot 6 disease resistant varieties in 4 vegetable crops namely, Brinjal, Tomato pea and Okra were developed and

recommended by All India Coordinated Vegetable Improvement Project for release.

In production technology, 17 improved agro-techniques were standardised and recommended.

Five crop rotations viz. okra-tomato-bean, tomato-bean-okra, brinjal-onion-bean, okra-tomato-bottle gourd and okra-bean-onion were remunerative for stability in yield under Bangalore condition.

In plant protection a disease control measures against important diseases in cabbage, tomato, chillies, brinjai, okra were standardized and recommended. Effective control of tomato fruit borer has been achieved with *Nomuraea* an entomofungal pathogen.

Mushroom

High yielding strains namely NCB-6, NCB-13 of *Agaricus bisporus* and five strains viz. NCS-1, NCS-5, NCS-12, P-1 and MS-39 of *A. bisporus* white button mushrooms were identified and recommended. 50 fleshy fungi collected from various parts of H. P. were added to the collection. Seven cultivars of *Agaricus bisporus* have out yield the parents by 20-30%.

Potato and Tuber Crops

Three potato hybrids PJ-376 an early variety suitable for Indo-Gangetic plains, JEX/C/166 an early bulker suitable for Punjab, Haryana, UP, Rajasthan, Gujarat, Bihar, MP and West Bengal and JI 5857 for Indo-Gangetic plains and plateau region of the country were recommended for release.

An alternate technology for raising potato crop through true potato seed (TPS) has been standardised and two population of TPS viz. HPS 1/13 and TPS-3 have been recommended for commercial cultivation.

The chemical centres against late blight disease and cultural practices against brown rot disease in the hills were developed and recommended. An improved potato grader has been fabricated having rubber pedding to minimise the bruising of tubers.

In tuber crops, three varieties of sweet potato viz. Kiran for Andhra Pradesh, Rajendra Shakarkand-47 for North Bihar, Bhuvan Gori for Bhubaneshwar and lesser yam variety Shree Kaia for Kerela station were recommended for release.

[English]

Railway Over Bridge

4082. SHRI PROBIN DEKA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal for construction of a railway over bridge at Agthuri near Changsari in Assam;

(b) if so, the details thereof; and

(c) the estimated cost to be incurred on this work?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). Construction of a Road over bridge near Changsari in replacement of level crossing No. SK/2 at Km. 80/1 is under planning.

Alignment, General Arrangement drawing of the Bridge have been finalised in consultation with State Government and Ministry of Surface Transport. Abstract estimate of bridge portion amounting to Rs. 2.93 crore has already been sent to the State Government for approval.

Vacancies of Teachers in Kendriya Vidyalayas

4083. SHRIMATI GEETA MUKHERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the different modes of filling vacancies of teachers in Kendriya Vidyalayas on short term basis in the absence of regular recruitment; and

(b) total number of teachers recruited thus in Kendriya Vidyalayas in North-Eastern Region during the current session?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) Kendriya Vidyalaya Sangathan has adopted the contractual system of appointment to fill-up short term vacancies.

(b) As intimated by the Kendriya Vidyalaya Sangathan, 211 teachers were recruited on Contractual basis in North-East Region during the current session

[Translation]

Growth Rate of Foodgraine

4084. SHRI NAVAL KISHORE RAI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the target for increasing the growth rate of foodgrains production by 3.6 per cent per annum was fixed for Eighth Five Year Plan;

(b) if not, the facts in this regard;

(c) whether the above target has been achieved during the past years (till date) of the Eighth Five Year Plan;

(d) if not, the annual growth rate achieved during these years; and

(e) the reaction of the Government in regard to the growth rate of foodgrains production as per the target fixed for the remaining years of the Eighth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). The target rate of growth of foodgrain production for the eighth Five Year Plan was originally fixed as 4.01 per cent per annum.

(c) No, Sir

(d) The annual growth rate of foodgrain production achieved during the first three years of the Eighth Five Year Plan is estimated to be about 3.2 per cent per annum.

(e) All efforts would be made to achieve the growth rate of foodgrain production as per the targets likely to be fixed by the Planning Commission for the remaining years of the Eighth Five Year Plan. For this crop production oriented programmes viz. Integrated Cereals Development Programme - Rice, Wheat and Coarse Cereals, and National Pulses Development Programme (NPDP) would continue to be implemented.

Waiving of Loans

4085. KUMARI UMA BHARTI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government propose to waive the loans of poor farmers who are not in a position to repay the loan;

(b) if so, the details thereof; and

(c) the amount of losses likely to be suffered by the Government in case of each State after such decision?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) No, Sir.

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

[English]

National Open School

4086. SHRI RAJENDRA AGNIHOTRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the target fixed for enrolling students in National Open School during 1994-95;

(b) whether target has been achieved;

(c) if not, the reasons therefor; and

(d) the target fixed for 1995-96?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) As per the information received from the National Open School (NOS), a target of 80,000 was fixed by the NOS for enrolment of students during 1994-95.

(b) and (c). About 70,000 students were enrolled by the NOS itself during 1994-95, alongwith about another 15,000 students enrolled during the same period by Haryana Open School, established in collaboration with the NOS providing education to students through NOS curriculum and instructional material.

(d) For the year 1995-96, the NOS has fixed a enrolment target of 80,000 students.

Exhibitions by National Museum

4087. SHRI BALRAJ PASSI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of exhibitions proposed to be held in 1994-95 and the number of exhibitions actually held by National Museum;

(b) the amount spent on each exhibition;

(c) whether the art pieces sent for exhibitions abroad have been brought back in original condition; and

(d) if not, the number out of them which were spoiled?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) National Museum proposed 16 exhibitions during the year 1994-95 out of which 15 were actually held.

(b) A Statement is enclosed.

(c) yes, Sir.

(d) Does not arise.

STATEMENT

Expenditure Incurred on 15 Exhibitions Organised by the National Museum during 1994-95.

1	2	3
1	Indian Mughal Miniature held at Warsaw	Rs. 7,40,802/-
2.	Alamkar 5000 years of Indian art held at Singapore	Rs. 24,00,000/-
3	Buddha in India Early Indian Sculptures at Vienna	Rs. 42,00,000/-
4.	Islamic Art of India held at Dhaka, Bangladesh	Rs. 2,30,000/-
5	Pahari Miniature at Bharat Bhavan at Bhopal and Lalbai	Rs. 80,000/-
	Dalpati Bhai Museum, Ahmedabad	

1	2	3
6. Rock Art -India and World		
7. Indus Valley Civilisation		
8. Indian Megaliths		Rs. 3,84,646/-
9. Conservation of Monuments		
10. Treasures from Italy		
11. Wooden Models		These Exhibitions were
12. Contemporary Architectural Designs		received from Italy
13. Indian Roman Art		under C.F.P.
14. Marconi and his Invention to Radio		Rs. 29,000/-
15. Exhibition on Drawing from Poland was organised In the National Museum		Rs. 17,175/-

Commission on Monopolistic Institutions

4088. DR. CHINTA MOHAN :

SHRI NAVAL KISHORE RAI :

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Governments are contemplating to constitute a commission to monitor the working of monopolistic institutions functioning in the country;

(b) if so, the details in this regard;

(c) whether it is proposed to cover all Government and private monopolistic institutions under the jurisdiction of this proposed commission;

(d) if not, the reaction of the Government in this regard;

(e) whether the incentives and facilities given by the Government time and again to the manufacturers are provided to the consumers by them; and

(f) if so, whether the Government propose to make arrangements for effective and permanent system in this regard and if not, the reasons therefor?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) to (d). In accordance with the recommendation of the Central Consumer Protection Council, the Central Government constituted a Working Group to examine the necessity of setting up of a Public Utilities Commission. The Report was submitted by the Working Group. Public Utilities Commission is a new concept for our country and the various ramifications of the proposal have to be considered in depth before arriving at a decision.

(e) A letter has been written to the Bureau of Industrial Costs and Prices (BICP) with a request to conduct a study on whether the industries have passed on the benefits of tax concessions to the consumers in respect of some selected items on sample basis.

(f) This Ministry has brought about a general awareness among the consumers of the duty concessions announced by the Government through wide publicity and activated the voluntary consumers organisations in this regard.

Doubling and Electrification

4089. DR. RAM CHANDRA DOME : Will the Minister of RAILWAYS be pleased to state

(a) whether the Railways are considering for laying of double line and electrification of Andal-Sainthia section of Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). The preliminary Engineering-cum-Traffic survey for doubling of Andal-Sainthia section has been taken up by Eastern Railway and is in progress.

Further consideration of the project would depend upon results of the survey and availability of resources in the coming years.

There is at present no proposal to electrify Andal-Sainthia section due to low traffic density.

Sugar Quota

4090. PROF. SAVITHRI LAKSHMANAN

SHRI K. PRADHANI :

SHRI MULLAPPALLY RAMCHANDRAN :

Will the Minister of FOOD be pleased to state

(a) whether the Government have reduced the existing quota of sugar from 450 gms. to 400 gms. per head in various States;

(b) if so, the reasons therefor;

(c) whether, the Government propose to increase the quota of sugar during 1995-96 financial year;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) whether the Government propose to allocate sufficient quantity of sugar for festival to various States during 1995-96?

THE MINISTER OF FOOD (SHRI AJIT SINGH) (a) and (b). Under the present policy of partial control, the monthly allocations of levy sugar to most of the States/Union Territories are being made on uniform norms of ensuring 425 gms. per capita availability for the projected population as on 10.10.1986. These norms are effective from 1.2.1987. However, some States/Union Territories are being allowed allocations at higher scales in view of the special circumstances prevailing there. An ad-hoc increase of 5% in the levy sugar allocations of all States/Union Territories allowed since August, 1991, keeping in view the increased availability of sugar in the country at that time, had been discontinued with effect from the levy sugar release for April, 1994 due to continuous fall in sugar production in two consecutive sugar seasons, i.e. 1992-93 and 1993-94.

(c) to (f) Increase in the allocations of levy sugar would depend upon the sugar production levels which would be achieved during the sugar seasons 1994-95 and 1995-96.

Nutrient Content in Foodgrains

4091 SHRI HARI KEWAL PRASAD Will the Minister of AGRICULTURE be pleased to state

(a) whether nutrient content in foodgrains, fruits and vegetables is declining due to unscientific use of non-carbonic fertilizers,

(b) if so whether any survey has been conducted in this regard,

(c) if so, the outcome thereof, and

(d) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) (a) to (c). Unscientific use of chemical fertilizers may result in altering the nutrient content of the agricultural produce, however, no specific survey has been conducted in this regard.

(d) There are 496 Soil Testing Laboratories in the country to advise the farmers on the scientific use of fertilizers. Balance and Integrated Use of fertilizer is also promoted through Centrally Sponsored Schemes.

[Translation]

Pollution by IFFCO Fertilizer Plant

4092. SHRI MOHAN SINGH (DEORIA) Will the Minister of ENVIRONMENT AND FORESTS be pleased to state .

(a) whether it is a fact that the trees are fading out by the increasing environmental pollution being caused by IFFCO fertilizer plant located near Allahabad;

(b) whether it is also a fact that thousands of persons/children are seeming handicapped on account of use of the polluted water being released by the fertilizer plant;

(c) whether the Government have found out any solution of the problem of environment pollution being caused by this fertilizer plant;

(d) if so, the details thereof, and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) (a) and (b) There have been several complaints in the past against the IFFCO fertilizer plant located near Allahabad. The complaints have been with respect to the deleterious effects on vegetation and human health due to the emissions and effluent from this plant. On the basis of these complaints, a Central team had inspected the plant. The unit had been further directed to comply with the prescribed standards within a time frame. The Uttar Pradesh Pollution Control Board has now reported that presently there is no evidence showing the ill effect of pollution caused by this unit on vegetation and human health.

(c) and (d) The Uttar Pradesh Pollution Control Board had now reported that the plant is presently equipped with appropriate water and air pollution control systems and is complying with the prescribed effluent and emission standards.

(e) Does not arise.

[English]

Capturing of Traffic

4093. SHRI AJOY MUKHOPADHYAY Will the Minister of RAILWAYS be pleased to state .

(a) whether the Railways have taken any steps to capture non-Government and non-bulk traffic from the Road sector,

(b) if so, the details thereof; and

(c) the steps taken by the Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c). In order to attract additional traffic including non-Government and non-bulk traffic from the Road sector, the Railways maintain close coordination with the user industries, besides other steps which include quotation of Station to Station rates, door to door containerised services, leasing of SLRs/Brake-Van space, running of special parcel trains etc.

Plant Nursery Scheme

4094. SHRI GOPI NATH GAJAPATHI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether the Government have a proposal to launch a plant nursery scheme;
- (b) if so, the steps taken in that direction during 1994-95;
- (c) whether it is proposed to be launched in the entire country during 1995-96; and
- (d) if so, the fund earmarked for launching the scheme, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (d). An "Indira Kunj Scheme" for making quality seedlings of forestry, horticultural and floricultural varieties of plants from modern and well equipped nurseries in each district of the country is under consideration. The detailed scheme is under formulation and will be implemented after due consideration and approval by the Government.

[Translation]

Agriculture Growth Rate

4095. SHRI RAM PRASAD SINGH : Will the Minister of AGRICULTURE be pleased to state :

- (a) whether despite several efforts made by the Government agricultural growth rate in India is still much lesser in comparison to other countries of the world;
- (b) if so, whether efforts are being made by the Government to ensure participation of the private organisations for the allround development of the agricultural sector;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Average annual growth rate of agricultural production during 1980-91 was 3.2% which was higher than the world average of 2.6%. The agricultural growth rate in India was lower than some of the countries but was higher than many of the countries in the region.

(b) to (d). For allround development of the agricultural sector, the private organisations are participating in the field of Horticulture, Extension, Seeds, Rainfed farming and Soil and Water Conservation etc. Under Horticulture, Small District Level Nurseries and Tissue Culture Units are being developed under Public and Private Sectors. Under Agriculture Extension, the services of Non-Governmental organisations (NGO's) are being utilised for advancement of people's action and rural technology and to increase the efficacy and coverage of extension

services. For implementing the programmes Representative Water Sheds (RWS), Non-Governmental organisations have been identified. NGOs are also being involved under rainfed farming system for creation of awareness, training of field functionaries and beneficiaries, preparation of training materials, preparation of composit nurseries and evaluation and monitoring of project activities.

[English]

Maintenance of Forts

4096. SHRI SUDHIR SAWANT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether Sindhudurg and Vijaydurg forts in Maharashtra are in a bad shape and not properly maintained;
- (b) if so, the steps being taken to repair and maintain these two forts; and
- (c) the amount allocated for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) No, Sir.

- (b) Does not arise.
- (c) An allocation of Rs. 85,000/- and Rs. 80,000/- has been made for the maintenance and conservation of Sindhudurg and Vijaydurg Forts respectively for the year 1995-96.

Gauge Conversion

4097. DR. KRUPASINDHU BHOI : Will the Minister of RAILWAYS be pleased to state :

- (a) the total length of metre gauge railway line in the country, before the current programme of conversion was undertaken, Zone-wise;
- (b) the length of the railway line which was approved for conversion during the current plan, Zone-wise;
- (c) the length of the railway line which has actually converted by March 31, 1995, Zone-wise;
- (d) the length of the railway line which is currently under conversion, Zone-wise;
- (e) the extent to which the Plan target is likely to be met, Zone-wise;
- (f) whether Railways have fixed the target for gauge conversion till March, 1997;
- (g) if so, total kilometre of conversion proposed to be achieved by the end of March, 1997 as per the target;
- (h) the progress made so far; and
- (i) the details thereof, State-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) (a) to (i). The information is being collected and will be laid on the Table of the Sabha.

Industrial Pollution in Uttar Pradesh

4098. DR. SAKSHIJI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have received complaints regarding industrial pollution in various districts of Uttar Pradesh during 1992-93, 1993-94 and 1994-95;

(b) if so, the details thereof;

(c) the action taken by the Government to check pollution in the State during the above period; and

(d) the results thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH). (a) and (b). Yes, Sir. The Central Government have received a total of 203 complaints regarding industrial pollution in various districts of Uttar Pradesh during 1992-93, 1993-94 and 1994-95. These complaints concerned pollution caused by various industries including major units such as IFFCO, Phulpur; Indian Maize and Chemical Limited, Bulandshahar; Khaitan Fertilizer, Rampur; HINDALCO, Renukoot; Ganesh Paper Mills, Budaun and Seksaria Sugar Mills, Sitapur.

(c) The steps taken to check Industrial pollution include the following :

- (i) Effluent and emission standards have been prescribed
- (ii) Environmental guidelines have been evolved for siting and operation of industries.
- (iii) Industries have been asked to comply with consent requirements of the State Pollution Control Boards
- (iv) Industries have been directed to install necessary monitoring and pollution control equipment on a time-bound basis and legal action is taken against the defaulting units
- (v) A notification on the ambient air quality standards has been issued.

(d) As a result of various steps taken, a large number of units have installed pollution control equipment and are now complying with the prescribed standards.

Assistance to Earthquake Victims

4099. SHRI K.H. MUNIYAPPA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have released any amount towards the relief and rehabilitation of earthquake victims of 1993 in Gulbarga district of Karnataka; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b) Government of India had released an amount of Rs. 20.25 crores as Central share of Calamity Relief Fund (CRF) for 1993-94 to enable the Government of Karnataka undertake relief and rehabilitation measures in areas affected by natural calamities including earthquake. Government of India do not make any district-wise allocation of the CRF

Railway Line

4100. SHRI KABINDRA PURKAYASTHA : Will the Minister of RAILWAYS be pleased to state .

(a) whether the Government have any proposal for renovation of Badarpur and Lumding railway line including 37 tunnels existing there;

(b) whether the Government had sanctioned any amount in the recent past for the purpose; and

(c) if so, the details thereof and amount utilised till date?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) . (a) to (c). On Lumding-Badarpur section Track, Bridges and Tunnels are being strengthened/ Renewed as required. Bridges and Tunnels have already been strengthened. Renewal of Track is in hand. Details of works sanctioned, their anticipated cost, expenditure up to March, 1995 and allocation during 1995-96 are given below :

Description of Work		Anticipated cost in Rs. lakhs	Expenditure up to March 1995, in Rs. lakhs.	Allocation during 1995-96 in Rs. lakhs
	1	2	3	4
I WORKS IN PROGRESS				
1 Through Rail Renewal				
(a) Daotuhaja-Bagatar (34 km)	542.57	330.58	200.00	
(b) Lower Haflong-Bandarkhal (35 km)	677.57	400.68	250.00	
(c) Maibong-Wadrendisa (6.9 km.)	570.46	120.00	300.00	
2 Patch Sleeper Renewal				
(a) Wadrendise-Jatinga yard, line (4th station) and Lumding-Wadrendisa	332.16	167.43	120.00	

1	2	3	4
II. NEW WORKS SANCTIONED DURING 1995-96			
(i) Through Rail Renewal.			
(a) Lumding-Langting (37 kms)	400.75	-	100 00
(ii) Through Sleeper Renewal			
(a) Malbong-Migrondlaa (25.9 kms.)	404.55	-	140.00
(b) Mahur-Bagatar (12 kms.)	239.23	-	50.00
Total	3166.91	1018.69	1160.00

Fish Culture

4101. SHRI K. PRADHANI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have reviewed the performance of different State Governments in the implementation of fresh as well as Brackish water fish culture programmes;

(b) if so, the period for which, review has been made;

(c) the performance of different State Governments during that period;

(d) the opinion expressed by different State Governments in the matter; and

(e) the steps taken by the Government to improve their performance in the field?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) and (b). Yes, Sir. The performance of different State Governments in the implementation of fresh as well as brackish water fish culture programmes sponsored by the Government of India is reviewed periodically on the basis of the progress reports received from the States and in the Zonal Meetings as also in the meeting of Working Group constituted for finalising Annual Plans in the Planning Commission.

(c) A Statement showing the performance of different States assessed during the latest review in respect of various schemes is enclosed.

(d) The States have been generally indicating shortage in adequate trained manpower for dissemination of technology to the farmers, slow flow of credit from the commercial banks particularly for the small scale sector, non-availability of adequate quantum of hatchery produced seed, non-availability of adequate quantity of cheap and acceptable shrimp feed and lacunae in indigenous technology.

(e) The steps taken by the Government to improve the performance include :

(I) Incorporation of new components/changes and revision of assistance, etc. in the ongoing schemes;

(II) provision of various financial incentives in the form of subsidies for setting up of hatcheries and provision of other inputs;

(III) strengthening of the technical skills of State Fisheries Departments; and

(IV) development of trained manpower through setting up of demonstration-cum-training centres, imparting of training to shrimp farmers.

STATEMENT

S.No.	State	Number of FFAs in operation*	Water area covered by FFAs up to 1993-94* (area in ha.)	Number of BFAs in operation**	Water area covered by BFAs up to 1993-94** (ha.)	Water spread area developed up to December 1994 @ Freshwater (area in ha.)	Brackish-water (area in ha.)	8
1	2	3	4	5	6	7		
1.	Andhra Pradesh	22	13417	6	540	8095	Nil	
2.	Arunachal Pradesh	2	115	-	-	-	-	
3.	Assam	23	2710	-	-	-	-	
4.	Bihar	49	21858	-	-	-	-	
5.	Goa	-	-	1	128	-	-	
6.	Gujarat	17	30099	3	797	-	-	

1	2	3	4	5	6	7	8
7	Haryana	16	15565	-	-	-	-
8.	Himachal Pradesh	2	244	-	-	-	-
9.	Jammu and Kashmir	2	1555	-	-	-	-
10.	Karnataka	11	18915	2	45	-	-
11	Kerala	14	3658	6	863	-	-
12	Madhya Pradesh	45	50639	-	-	-	-
13.	Maharashtra	26	9001	4	179	-	-
14.	Manipur	8	1617	-	-	-	-
15.	Meghalaya	1	25	-	-	-	-
16.	Mizoram	3	106	-	-	-	-
17	Nagaland	3	1163	-	-	-	-
18	Orissa	27	37667	7	11495	8260	637
19	Punjab	14	11121	-	-	-	-
20.	Rajasthan	15	3829	-	-	-	-
21.	Sikkim	1	52	-	-	-	-
22.	Tamil Nadu	13	11246	5	203	-	-
23	Tripura	3	3297	-	-	-	-
24	Uttar Pradesh	56	63694	-	-	-	-
25	West Bengal	18	93272	3	1002	-	472

* Under the scheme, 'Development of Freshwater aquaculture'.

** Under the scheme, 'Integrated Brackish water Fish Farm Development'

② Under the World Bank assisted Shrimp and Fish Culture Project, being implemented only in Andhra Pradesh, Orissa, West Bengal, Bihar and Uttar pradesh

[Translation]

Over Bridge

4102. SHRI BHAWANI LAL VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal has been received from the Bilaspur division of the South Eastern Railway for construction of over bridge at Champa railway crossing at Bilaspur-Raigarh highway; and

(b) if so, the time by which this proposal is likely to be approved and the estimated cost to be incurred thereon?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir.

(b) Does not arise.

[English]

Sports Projects Development Area Centres

4103. SHRI DWARAKA NATH DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to set up a Sports

Projects Development Area Centre in Southern Assam at Dullabcherra in Karimganj District, and

(b) if so, when it is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) : (a) No, Sir.

(b) Does not arise.

[Translation]

Railway Projects

4104. SHRI JANARDAN MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether big schemes of the railways have been affected because of austerity measures adopted by the Government;

(b) if so, whether there has been a large scale escalation due to delay in completion of these schemes;

(c) if so, whether Government are considering to take any step to complete these schemes at the earliest;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Yes, Sir, but because of constraint of resources.

(c) and (d). Efforts are being made to mobilise more funds both from internal generation and from budgetary support for expediting progress on these projects.

(e) Does not arise.

Research Centres for Milch Animals

4105. SHRI VILASRAO NAGNATHRAO GUNDEWAR : Will the Minister of AGRICULTURE be pleased to state :

(a) the names of the places in Maharashtra where research centres are located for high yielding milk animals,

(b) whether the Government propose to set up more such centres in Maharashtra;

(c) if so, the details in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Bhartiya Agro Industries Foundation Urli kanchan-Pune.

(b) No, Sir.

(c) Does not arise in view of (b) above.

(d) The proposals of setting up of more research centres for high milk yielding animals shall be considered on merit as and when received.

Performance of ICAR .

4106. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have assessed the work performance of Indian Council of Agricultural Research;

(b) if so, the date on which assessment was made and the results thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir. The Indian Council of Agricultural Research (ICAR) is a Society registered under the Societies Registration Act of 1860. The Union Minister of Agriculture is its President. The President, ICAR, appointed a Committee in April, 1987, headed by Dr. G.V.K. Rao, Former Member, planning Commission, to look into the organisational infra-structure, personnel policies and functional role of ICAR.

(b) and (c). The report of that Committee was received in March 1988, which was carefully examined in the Council. The Review Committee had made 205 recommendations on structure, function of I.C.A.R. and its Institutes, its relationship with State Agric. Universities and various other organisations of Government of India. It also made recommendations with regard to our relationship with Consultative Group of International Agricultural Research (CGIAR). The Council accepted all the recommendations made by the Review Committee except nine, either in full or in part, for implementation. Nine recommendations were however, not accepted, for reasons of redundancy and administrative propriety.

These recommendations have since been acted upon and a special Cell has been created in the Council Headquarters to follow up the implementation status of each recommendation.

[English]

Transfer of Khas Lande

4107 SHRI HANNAN MOLLAH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether it is a fact that Forest Khas lands at Yakche in Yumthang Valley, Tung-maling, Naga Barok and Reserved-Forest land at Mungo-Thang on India-Tibet border in North-Sikkim have been transferred to the private parties illegally and in violation of the Forest (Conservation) Act, 1980;

(b) if so, the details thereof;

(c) whether it is also a fact that these khas lands have now been acquired by the State Forest Department at sky-high prices in lieu of the Forest land acquired by the Army in North Sikkim;

(d) if so, the action the Government contemplate to take in this regard;

(e) whether the Government have asked the State Government for its detailed comments in regard to the spot investigation Report of 27.5.94 submitted by the Regional Chief Conservator of Forests, Bhubaneshwar;

(f) if so, the details of the State Government's comments; and

(g) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) to (g). Such an allegation was received in this Ministry. The matter was enquired into through the Regional Chief Conservator of Forests Bhubaneshwar whose investigation report has been sent to the State Government for detailed comments.

No such proposal for diversion of 10.41 ha² question under the Forest (Conservation) Act 1980 has been received by this Ministry from the State Government so far.

CCS Rules in Kendriya Vidyalayas

4108. SHRI MUHI RAM SAIKIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state .

(a) whether CCS (Recognition of Service Association) Rules 1993, promulgated by Government of India have been adopted by Kendriya Vidyalaya Sangathan recently;

(b) if so, the details thereof; and

(c) the rules and regulations applicable for recognised associations in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). Yes, Sir. The Board of Governors of Kendriya Vidyalaya Sangathan in its 58th Meeting held on 20.4.95 have decided to adopt the revised CCS (Recognition of Service Association) Rules 1993 issued by Department of Personnel and Training regarding recognition of Service Associations and verification of Membership of associations.

(c) The rules and regulations for recognition of association of Central Government employees are governed by the Central Civil Services (Recognition of Service Association) Rules 1993, notified in Part II Section 3, Sub-Section(1) of the Gazette of India Extraordinary dated 5.11.1993, as GSR No. 689 (E).

New Varieties of Spices

4109. SHRI RAMESH CHENNITHALA : Will the Minister of AGRICULTURE be pleased to state .

(a) whether the ICAR has developed high-yielding varieties of spices like cardamom, pepper etc.;

(b) if so, the details thereof; and

(c) the details of the per hectare yield of these spices in comparison to per hectare of other spice producing countries?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) to (c). Yes, Sir. ICAR is doing research on cardamom and black pepper at National Research Centres for Spices, Calicut as well as at the Centres under All India Coordinated Research Project on Spices located at Panniyur and Myladumpara (Kerala); Mudigere and Sirsi (Karnataka); Yercaud (Tamil Nadu); and Chitrapur (Andhra Pradesh).

The varieties developed and the yield potential are given below :

Varieties	Average Yield (kg/he) (dry)	Maximum (potential yield) (kg/he) (dry)
1	2	3
Panniyur 1	1242	8800
Panniyur 2	2570	3313

1	2	3
Panniyur 3	1953	3269
Panniyur 4	1277	2443
Sreekara	2677	4200
Subhakara	2352	4487
Panchami	2828	6528
Ottapiackal-I (Pournami)	2333	5356
CARDAMOM		
Mudigere-1	275	1000
PV-I	260	500
Coorg Cardamom Selection-1 (CCS-I)	409	1156

However, in countries like Malaysia and Indonesia black pepper is grown as pure crop with yield levels of 2500 kg per hectare. This cannot be compared to that of India since here this crop is grown as a mixed crop with Coconut, Areca nut as well as a homestead crop.

Marshalling Yards

4110. SHRI D. VENKATESWARA RAO :

SHRI SULTAN SALAUHUDDIN OWAISI .

Will the Minister of RAILWAYS be pleased to state:

(a) the expenditure incurred by Indian Railways for construction and development of Marshalling yards;

(b) whether the railways had decided to close down 27 Marshalling yards as a part of overall economy package to save Rs. 540 crores in 1993-94;

(c) whether the closure of the yards alone will help improve mobility as many as 9,000 broad gauge and 1,000 metrogauge wagons besides 69 Locomotives;

(d) whether, in addition the reduction of staff will also save Rs. 30 crores a year and involve saving in energy; and

(e) if so, whether any final decision in this regard has been taken?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) to (e). The information is being collected and will be laid on the table of the Sabha.

[Translation]

Polluting Units

4111. DR. LAXMINARAYAN PANDEYA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have received complaints regarding violating of environmental laws and rules by several chemical and other industrial units in various districts of Madhya Pradesh;

(b) If so, the details thereof;

(c) whether the Government have also issued warnings to than and whether hundreds of villages have been adversely affected due to pollution by these units and also crops damaged as a result thereof; and

(d) If so, the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). Yes, Sir. The major industries against whom such complaints have been received include, Bhilai Steel Plant (Bhilai), Kadia distillery (Bhilai), BALCO (Korba), National Thermal Power Corporation (Korba), Bindal Agro Chemicals (Raisin), Shiv Shakti Paper Mills (Vidisha), M.P. Board and Paper Mills (Vidisha), and Orient Paper Mills (Amravati). Complaints have also been received against certain large cement plants which including those located in Raipur and Mandsaur Districts and clusters of small scale units including those located in Raisin

(c) and (d). All these complaints have been investigated. Industries have been directed to undertake corrective measures to meet the prescribed emission and effluent standards and implement safety norms within a time period. Legal action has been initiated against the defaulting units.

Electrification of Railways Lines

4112. SHRI N.J. RATHVA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to electrify some of the railway routes in Gujarat;

(b) If so, the amount sanctioned for this purpose;

(c) the amount allotted for this purpose during 1995-96; and

(d) the time by which the work is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) At present, there is no proposal to electrify any railway route falling in the State of Gujarat.

(b) to (d). Do not arise.

[English]

Delhi Public Library

4113. SHRI MOHAN RAWALE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether major portions of Delhi Public Library's activities are located in the affluent localities of Delhi;

(b) If so, the reasons for which the rural and underdeveloped areas of Delhi are being neglected;

(c) whether steps have been taken to spread its network of libraries and reading rooms in the slums and underdeveloped areas of the National Capital;

(d) If so, the details thereof; and

(e) If not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). As the Delhi Public Library is not in a position to construct its own buildings due to constraint of funds, the policy has been to open a new library wherever suitable free accommodation is made available to it. In view of this, the question of neglecting any particular area does not arise.

(c) and (d) The Delhi Public Library has a number of libraries and reading rooms in slums and underdeveloped areas of Delhi. A list of libraries existing in the slums and rural areas is given in the enclosed Statement.

(e) Does not arise

STATEMENT

DELHI PUBLIC LIBRARY

Service Units of DPL System Covering Slums and Resettlement Colonies

1. Resettlement Colonies Libraries and Reading Rooms

- (I) Aruna Nagar
- (II) Dakshin Puri
- (III) Hastaal
- (IV) Inder Puri
- (V) Jahangir Puri
- (VI) Jawala Puri
- (VII) Kalyan Puri
- (VIII) Khan Pur
- (IX) Khichri Pur
- (X) Khyale
- (XI) Madl Pur
- (XII) Mangol Puri(S)
- (XIII) Nand Nagri
- (XIV) Nangloi (A)
- (XV) Old Seema Puri
- (XVI) Sangam Park
- (XVII) Satya Niketan
- (XVIII) Soham Pur
- (XIX) Shaker Pur
- (XX) Sultan Puri (C-4)
- (XXI) Sultan Puri (E-7)
- (XXII) Trilok Puri (Block No. 22)

2. Reading Rooms (Reacclomment Colonies)

- (i) Chaukhandi
- (ii) Gokal Puri
- (iii) Mangol Puri (K. Block)
- (iv) Nangloi (Y Block)
- (v) New Seema Puri
- (vi) Raghbir Nagar
- (vii) Sultan Puri (A-4 Block)
- (viii) Tigri
- (ix) Trilok Puri (B Block)

DELHI PUBLIC LIBRARY

Service Units of DPL System Covering Rural Areas

1. Sub-Banches

- (i) Bawana
- (ii) Mukhmal Pur
- (iii) Narela
- (iv) Mundaka
- (v) Katewara

2 Mobile Library Van Routea (Rural Areas)

- (i) Kutub Garh
- (ii) Darlya Pur
- (iii) Bakhtawar Pur
- (iv) Burari
- (v) Karala
- (vi) Pooth Kalan
- (vii) Libas Pur
- (viii) Khera Kalan
- (ix) Overseas Communication Services Centre - (Chhattarpur)
- (x) Sultan Pur
- (xi) Chitorni
- (xii) Fateh Pur Beri
- (xiii) Chhatter Pur
- (xiv) Mahipal Pur

MST Facilities

4114. SHRI PURNA CHANDRA MALIK : Will the Minister of RAILWAYS be pleased to state .

- (a) whether long distance passengers are facing hardships due to Railway Board's directives in regard to Monthly Season Tickets facility up to 150 Kms , and
- (b) if so, the steps being taken to provide such facility beyond 150 Kms.?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Based on the recommendation of the Rail Tariff Enquiry Committee, the season tickets are being issued up to 150 Kms. However, season tickets are also issued for longer distances where this

facility existed prior to 1951. The season tickets are highly concessional and are normally meant for use by commuters who travel daily between their residence and place of work. The Railway Fare and Freight Committee which has examined this issue has also not favoured extension of the existing limit on distance

[Translation]

Payment to Sugarcane Growers

4115. SHRI N.K. BALIYAN . Will the Minister of FOOD be pleased to state .

- (a) whether the sugar mills owe a large amount to sugarcane growers in the country;
- (b) if so, the details thereof, State-wise,
- (c) whether the Government have formulated any scheme to ensure the payment of arrears to the sugarcane growers by the sugar mills,
- (d) if so, the details thereof;
- (e) whether the sugar mills are liable to pay interest on the outstanding amount due to them; and
- (f) if so, the number of the sugar mills which have not paid interest on the outstanding amount, State-wise?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) and (b). As per information furnished by the sugar factories, a Statement showing State-wise position of cane price arrears due to farmers from the Sugar factories, as on 15.3.1995, is given in the Statement enclosed.

(c) and (d). As per the Sugarcane (Control) Order, issued under the Essential Commodities Act, the Central Government fixes the Statutory Minimum Price (SMP) for sugarcane below which no sugar factory can pay. However, in practice, the farmers are being paid State-advised prices of sugarcane, which are substantially higher than the SMP. The responsibility for ensuring timely payments of cane price dues lies with State Governments who have the necessary powers and field organisations to enforce such payments. The Central Government, on its part, has been advising the State Government from time to time to expedite clearance of cane price arrears.

(e) and (f). According to Clause 3 (3A) of the Sugarcane (Control) Order, 1966, where a producer of sugar or his agent fails to make payment for the sugarcane purchased within 14 days of the date of delivery, he shall pay interest on the amount due at the rate of 15% per annum for the period of such delay beyond 14 days.

The attention of the State Governments has been drawn time and again to the aforesaid provision. However, information regarding the number of sugar mills, Statewise, which have not paid interest on the outstanding amount is not available with the Central Government.

STATEMENT

State-wise Position of Cane Price Arrears due to Farmers From the Sugar Factories as on 15th March, 1995

(Figures in Crores of Rs.)
Cane Price Arrears*

S. No.	State	Relating to 1994-95 Season	Relating to Earlier Seasons	Total
1.	Punjab	11.06	-	11.06
2.	Haryana	30.09	2.73	32.82
3.	Rajasthan	4.49	-	4.49
4.	Uttar Pradesh	221.93	5.38	227.31
5.	Madhya Pradesh	10.22	0.01	10.23
6.	Gujarat	17.36	0.69	18.05
7.	Maharashtra	106.60	0.38	106.98
8.	Bihar	65.33	20.44	85.77
9.	Assam	0.16	0.02	0.18
10.	Andhra Pradesh	47.91	0.00	47.91
11.	Karnataka	98.65	0.62	99.27
12.	Tamil Nadu	28.90	0.01	28.91
13.	Kerala	0.00	0.00	0.00
14.	Orissa	2.06	0.00	2.06
15.	West Bengal	0.42	0.01	0.43
16.	Nagaland	0.00	0.00	0.00
17.	Pondicherry	3.51	0.01	3.52
18.	Goa	1.30	0.00	1.30
All India		649.99	27.59	677.58

* In respect of factoriers from whom reports were not received for the fortnight ending 15.3.95 up to the time of compilation, the information furnished for the latest fortnight has been adopted.

[English]

Performance of Research Design and Standard Organisation

4116. SHRI SANDIPAN BHAGWAN THORAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the performance of Research Design and Standard Organisation during the last three years has been assessed, recently;

(b) if so, the details thereof of the major achievements of RDSO during the last three years;

(c) the major projects assigned to RDSO as at present and their present status; and

(d) the allocation of funds to RDSO during the last three years and provision made for 1995-96 for various projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Technological development work in Research Designs and Standards Organisation (RDSO) is on-going process and its performance is reviewed periodically by the Governing Council for RDSO. The recent noteworthy achievements of RDSO are, amongst others, development of 2 x 25 KV system of electrification, 3100 HP diesel loco, Diesel Multiple Units, Rail Buses, 3-tier AC Sleeper Coaches, 5000 HP Electric Locomotive, roof mounted AC units, fuel efficient Diesel Locomotives.

(c) Some of the major projects presently being undertaken by RDSO are development of high speed freight bogie, development of microprocessor based control system for thyristor locos, development of high capacity coal hopper wagons, diesel and electric engine components for higher reliability, development of OHE Recording-cum-Inspection car etc.

(d) The allocation of funds for RDSC under the Plan Head "Railway Research" during the last 3 years and for 1995-96 are as under :

Year	Budget Grant (Railway Research)
1992-93	6.58 Crore
1993-94	4.83 Crore
1994-95	10.95 Crore
1995-96	20.00 Crore

Science Centres

4117. SHRI MANORANJAN BHAKTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number and locations of Science Centres set up by National Council of Science Museum, Calcutta so far and during 1994-95; and

(b) the number of such centres proposed to be set up during the current year and their locations?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) A Statement is enclosed.

(b) The following Centres are proposed to be set up during the year 1995-96 :

(1) Regional Science Centre, Calicut

(2) Digha Science Centre, West Bengal

(3) Planetarium at Raman Science Centre at Nagpur.

STATEMENT

The Following Science Centres have been Set up by the National Council of Science Museums, Calcutta, so far :

- (1) Central Research & Training Laboratory, Calcutta
- (2) Birla Industrial & Technological Museum, Calcutta
- (3) Visva-Bharati Industrial & Technological Museum, Bangalore
- (4) Nehru Science Centre, Bombay
- (5) National Science Centre, Delhi
- (6) Shrikrishna Science Centre, Patna
- (7) Regional Science Centre, Bhubaneswar
- (8) Regional Science Centre, Lucknow
- (9) Raman Science Centre, Nagpur
- (10) Regional Science Centre, Tirupati
- (11) Regional Science Centre, Guwahati
- (12) District Science Centre, Purulia
- (13) District Science Centre, Gulbarga
- (14) District Science Centre, Dharmpur
- (15) District Science Centre, Tirunelveli
- (16) Bardhaman Science Centre, Bardhaman

During 1994-95, the following Centres started functioning:

- (1) Regional Science Centre, Bhopal
- (2) Sub-Regional Science Centre, Dhenkanal
- (3) Science Park, Kaliyas

External Borrowings

4118. SHRI GURUDAS KAMAT :

KUMARI SUSHILA TIRIYA :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to go for external borrowings; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). A proposal to permit Indian Railway Finance Corporation, a Public Sector Corporation under the Ministry of Railways, to explore the possibility of raising funds through external borrowings through Euro Issue of US \$ 150 million during 1995-96 is under consideration of the Government.

Railway Services

4119 SHRI UDAY SINGH RAO GAIKWAD : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have drawn up some programmes to improve their services in near future;

(b) whether these programmes propose to include all villages of the country under project unigauge;

(c) if so, the details thereof with estimated amount involved in it;

(d) whether these programmes also include running of express trains at 160 kmph;

(e) whether some other programmes are also part of this strategy; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Improvement of services is a continuous process.

(b) No, Sir.

(c) Does not arise.

(d) Yes, Sir.

(e) and (f). Yes, Sir. Some of the programmes are (i) Segregation of short distance passenger traffic through introduction of MEMUs and DMU pushpull trains; (ii) Introduction of rail buses on uneconomic branch lines; (iii) Introduction of new Shatabdi Express trains between important cities; (iv) Speeding up of freight trains.

Reimbursement of Losses of NDDB

4120. SHRI R. SURENDER REDDY : Will the Minister of AGRICULTURE be pleased to state:

(a) whether the NDDB has sought cash reimbursement of the amount of losses suffered by it during its Market Intervention Operations from the Union Government;

(b) if so, the reaction of the Government to the NDDB's request;

(c) whether the Union Government *inter-alia* propose to institute any enquiry/study to evaluate some of the market intervention operations undertaken by the NDDB in recent years to locate the lacunae/shortcomings therein, fix responsibility for inefficient handling etc, if any, on the part of NDDB functionaries;

(d) if so, the details thereof; and

(a) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) and (b). Market Intervention Operations (MIO) in Oilseeds/edible oils by NDDB came to an end on 31-3-94, after

completion of the 5-year period. As on 31-3-94, NDDB had reported a loss of Rs. 273.49 crores on account of MIO.

For recoupment of losses, NDDB has been permitted to import 1.5 lakh tonnes of edible oil during 94-95 at concessional import duty of 20%.

(c) to (a). A committee was appointed in February, 93 under the Chairmanship of Shri P.V. Dasai, the then Chairman, Bureau of Industrial costs and prices to examine the various aspects of MIO including the losses incurred by NDDB. Empowered Committee on Oilseeds Policy examined the report of committee and recommended reimbursement of losses incurred by NDDB under MIO during 1991-92 and 1992-93.

Farm Research

4121. SHRI M.V.S. MURTHY :

SHRI BOLLA BULLI RAMAIAH :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Indian Council of Agricultural Research has decided to have a perspective plan that would be constantly updated to keep the country's farm research readiness on the global forefront;

(b) if so, whether a request has been sent to all farm research institutes, National Research Centre and Directorate to provide inputs for the perspective plan after assessing their strength, weakness, threats and opportunities;

(c) if so, whether any perspective action plan for the first five years has been declared in this regard; and

(d) if so, the details of the same and by what time it is likely to be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) A policy and perspective Planning Cell has been established at the Headquarters of the Indian Council of Agricultural Research to coordinate and provide much needed support in formulation of the plan by respective institutions. ICAR Instts/NRCs/PDs have been requested to provide their inputs for preparation of Perspective Plan.

(c) and (d). The detailed plan utilising the best expertise available in the country is contemplated to be formulated by early 1996 and its five -yearly implementation is proposed to be synchronised with the implementation of the Ninth Five Year Plan.

U.A.S.B. Technical Engineering Centre

4122. SHRI JAGAT VIR SINGH DRONA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a proposal was sent to Netherland Government for opening of U.A.S.B. Technical Engineering Centre in Uttar Pradesh; and

(b) the further development in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) The Ministry has submitted a proposal to the Netherlands Government seeking technical assistance for transfer of U.A.S.B. technology by way of twinning arrangement between the expert institutes of Netherlands and India.

(b) The proposal is under consideration of the Netherlands Government.

Closure of Industrial Units

4123. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) Whether the Supreme Court has ordered the closure of some industrial units in the country due to their failure to tackle pollution problem effectively;

(b) if so, the details thereof;

(c) the details of units which have been affected by these orders; and

(d) the steps taken by the Government to implement these orders ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) to (c). The Supreme Court has given separate orders in respect of different writ petitions closing down the industrial units which were not conforming to the prescribed effluent/emission standards. These orders of closure have been passed based on the reports furnished by the different State Pollution Control Boards to the Court. As and when the industrial unit installs the pollution control device and conform to the effluent/emission standards, the Hon'ble Court suspends the closure orders. These industrial units are located mainly in the States of Utter Pradesh, Bihar and West Bengal. The industries which have not installed necessary treatment facilities are still closed. The Supreme Court is monitoring the status of the affected industrial units.

(d) The Government has taken steps to ensure that the orders of the Supreme Court are complied with.

[Translation]

Association of Indian Universities

4124. SHRI SATYA DEO SINGH :

SHRI RAMPAL SINGH :

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

(a) whether Government have decided to accord recognition to foreign degrees recognised by Association of Indian Universities; and

(b) if so, the details in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) and (b). The Government of India have decided that those foreign qualifications which are recognised/equated by Association of Indian Universities, New Delhi shall be deemed as recognised for the purpose of employment to posts and services under the Central Government. No separate orders for the recognition of such foreign qualifications are required.

[English]

Gauge Conversion

4125. DR. SUDHIR RAY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that the people of West Bengal are demanding for gauge conversion of several railway lines for a long period; and

(b) if so, the reaction of the Government thereto ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) Phase-I of the Project UNIGAUGE has been taken up for conversion of selected MG/NG lines required on operational/strategic consideration. Several lines passing through West Bengal have been/are being converted under this programme. Remaining MG/NG lines will be considered when Phase-II is taken up.

Committee on Shahtoosh

4126 SHRI SHARVAN KUMAR PATEL : Will the Minister of Environment and Forests be pleased to state :

(a) whether the Government have set up a Committee to inquire into the procurement and trade of

the precious Shahtoosh wool as it has become a matter of controversy with Chinese authorities demanding a complete ban on sale and trade of items made of Shahtoosh;

(b) if so, the precise circumstances leading thereto and the controversy with China; and

(c) the terms of reference of the Committee ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) and (b). A team, consisting of officials from the Forest Department of Jammu and Kashmir, Scientist from the Wildlife Institute of India and representatives of the Kashmir Handicrafts Traders Welfare Associations has been asked to visit the Ladakh area in Jammu and Kashmir to look into the various issues of the Shahtoosh trade.

Shahtoosh is the underwool obtained from the Tibetan antelope. There are two views on the method of procurement of this wool. According to one view the procurement of Shahtoosh involves killing of the Tibetan antelope. The other view is that it does not involve killing of the animal as the wool is shed by the animal and is collected from the area. The Chinese authorities have voiced their concern at killing of the antelope for Shahtoosh in their country at international meetings and have sought support of India and Nepal. This species is listed in Appendix I of CITES and thus there is a ban on its international trade. The CITES secretariat have also brought this issue to the notice of the Government of India for taking necessary action under the convention and national laws

(c) The joint team will attempt to address the issues relating to :

- i. alleged killings of the animal;
- ii. exact species from which the Wool is being obtained;
- iii. ascertaining the method of collection of the Wool;
- iv. identification of the illegal trade route if any.

Closure/Shifting of Industrial Units

4127. SHRI TARA SINGH :

DR. P VALLAL PERUMAN :

SHRI V. SREENIVASA PRASAD :

SHRIMATI GEETA MUKHERJEE :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Supreme Court has recently directed to the Government of Delhi to either close or shift the industries causing pollution;

(b) if so, the details of the industries which have been identified by the Central Pollution Control Board for closure in Delhi;

(c) whether any time bound programme has been chalked out to shift/close such industries causing air pollution and if so, the details thereof;

(d) whether the Government have also received complaints regarding pollution by industrial units including small scale units in Delhi; and

(e) if so, the details thereof and the action taken thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):
(a) and (b). In Writ Petition No. 4677/85 M.C. Mehta Vs Government of India and others, the Supreme Court has ordered on 24.03.1995 the shifting of 9038 industries out of Delhi. These consist of 8378 units presently located in non-conforming areas, 258 hazardous units 77 medium and large units and 327 industries against whom action has been initiated by the Delhi Pollution Control Committee. No closure orders have been given in this directive. However, these industries would be required to stop functioning in the city of Delhi and be relocated elsewhere based on a case by case examination of the objections filed by each unit.

The time by which these industries are required to be shifted has not been indicated in the order. However, the notices to these industries have to be issued before 30.04.1985 and the Central Pollution Control Board and the Delhi Pollution Control Committee have been asked to submit an affidavit by 10.05.1995.

(d) and (e). Several Complaints had been made against pollution caused by industries, including those in the small scale sector. Direction has been issued to polluting industries by the Government to take measures for compliance of standards. Appropriate action has been taken after examination of the complaints.

US Patents

4128. SHRI V. SREENIVASA PRASAD :

SHRI TARA SINGH :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the attention of the Government has been drawn to the news item captioned "US Patents may hit Indian farmers" as reported in 'Statesman' dated February 27, 1995;

(b) if so, whether several Indian companies developing transgenic plants and transferring the BT gene into the plant are to be affected by US Patents :

(c) if so, whether the farmers at large are likely to be affected ; and

(d) if so, the reaction of the Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) The Indian Companies which develop transgenic plants and transfer BT. gene into plants will be affected only if the patent is granted in India for the concerned gene, and the process.

(c) The Indian farmers are not likely to be affected if the patent is not awarded within India.

(d) Government has already taken initiatives to develop capabilities in this area.

[Translation]

Dairy Development in Uttar Pradesh

4129. DR. LAL BAHADUR RAWAL : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of dairy development projects running in Uttar Pradesh with the assistance of National Dairy Development Board;

(b) the extent of assistance given to Uttar Pradesh for this purpose during the last three years; and

(c) the details of the dairy development projects to be set up in the State and the amount involved therein ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) The details of Operation Flood-III projects running in Uttar Pradesh with the assistance of National Dairy Development Board (NDDB) are given inclosed Statement.

(b) Assistance provided to Uttar Pradesh for this purpose during the last three years are as follow :

Year	Rs. in lakh
1992-93	701.28
1993-94	1219.67
1994-95	1872.42 (provisional)

(c) Apart from the projects mentioned in answer to part(a) above, no dairy development project is likely to be set up in the State with the assistance of NDDB.

STATEMENT

Details of Dairy Development (Operation Flood-III) Projects which are Running in Uttar Pradesh with Assistance of National Dairy Development Board

(Provisional)
up to Feb. 1995.

Name of the Dairy	Processing Capacity (TLPD)	Chilling Capacity in the milkshed (TLPD)	Procurement (TKGPD)	Marketing (TLPD)
Agra	10.00	—	11.85	8.32
Aligarh	—	—	30.74	7.75
Allahabad	20.00	—	14.63	18.39
Ballia	—	—	07.10	2.25
Barabanki	—	10.00	29.01	0.94
Bulandshar	—	30.00	60.92	7.03
Etah	—	—	04.48	0.46
Etawa	—	—	06.07	1.77
Farrukhabad	—	04.00	10.13	3.76
Fatehpur	—	30.00	21.23	2.26
Gaziabad	—	30.00	16.00	10.52
Gezipur	—	—	00.55	1.06
Hardoi	—	06.00	15.67	1.81
Jaunpur	—	10.00	05.01	2.96
Kanpur	50.00	10.00	34.94	68.56
Lucknow	40.00	—	24.67	71.74
Firozabad	—	—	17.01	3.39
Mathura	10.00	—	11.54	2.89
Meerut	350.00	15.00	40.65	42.95
Mirzapur	—	10.00	00.48	1.68
Moradabad	150.00	—	35.86	18.63
Muzafarnagar	—	—	10.65	4.75
Raibarailly	—	20.00	05.54	1.55
Saharanpur	—	—	11.33	2.87
Sitapur	20.00	20.00	14.40	55.25
Sultanpur	—	—	06.67	3.29
Unnao	—	04.00	07.50	0.44
Varanasi	100.00	—	11.56	36.02
Noida Dairy	50.00	—	—	81.17
Total	780.00	199.00	471.79	414.46

TLPD - Thousand liters per day.

TKPD - Thousand kilogram per day

[English]

Appointment on Compassionate Ground

4130. SHRI MAHESH KANODIA : Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of cases of appointment on

compassionate ground are pending with Railways for more than two years;

(b) if so, the reasons therefor and the total number of such cases;

(c) the steps taken by the Government to provide employment in such cases; and

(d) the time by which these cases are likely to be decided ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) :

(a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Over Bridges/Subways

4131. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received proposals for construction of over bridges and subways

at the railway crossings in Southern Railway, South-Central Railway and Eastern Railway during the last three years and the proposals sanctioned out of them;

(b) the names of the places where the work has been taken up and the places where the construction work is nearing completion;

(c) the number of places for which the concerned State Governments have not deposited their share for undertaking construction work; and

(d) the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d). The details are given below :

S.No.	Proposals	Sanctioned or not	Status of work	Where deposit has not been made by the State Government	Steps taken in regard to Col. 5
1	2	3	4	5	6
E. RAILWAY					
1.	Road over bridge in lieu of level crossing No. 70-A at Fatuah.	Sanctioned	General Arrangement drawings approved estimate is under preparation	State Governments are not required to deposit money to the Railways for construction of road over/under bridge in replacement of level crossings. State Government are required to do construction on approaches contributing 50% of the cost of the bridge and approaches of specified width. Regular efforts are made to get the work progressed by the States	
2.	Road over bridge between Madras Beach Royapuram North Beach Road at Km. 3/9-10.	Sanctioned	Railway's portion completed. State Government's portion-35%	Remarks as under item 1.	
3.	Road over bridge between Thaneaandra and Yelahanka.	Sanctioned	Railway's portion completed. State Government's portion not started.	-do-	
4.	Road over bridge at Km. 18/10-11 between Coimbatore and Padanur.	Sanctioned		-do-	
5.	Road over bridge at Km. 120/14-16 between Tiruvalam and Sevar.	Sanctioned		-do-	
6.	Road over bridge at Km. 198/14-15 between Ulundurpet-Meppillyur.	Sanctioned		-do-	
7.	Road over bridge at Km. 162/4-5 at Villupuram.	Sanctioned		-do-	

1	2	3	4	5	6
8	Road over bridge in lieu of level crossing No. 132 at Km. 333/1-2 between Jolarpettai Bangalore section.	Sanctioned	-do-		
9	Road over bridge in lieu of existing Road over bridge No. 832 A at Km. 341/14-15 on Jolarpettai - Bangalore city near Krishnarajapuram.	Sanctioned	Overall Progress-2%	-do-	
SOUTH CENTRAL RAILWAY					
10	Road over bridge at Hospet	Sanctioned	Work will be taken up after	Remarks as under	
11	Road over bridge at Bellary.	Sanctioned		Item 1.	
12	Widening of Road over bridge at Oliphenta Road, Secunderabad	Sanctioned	State Government starts work on approaches	-do-	
13	Widening of Road over bridge at Rail Nilayam, Secunderabad.	Sanctioned	-do-	-do-	
14	Road over bridge in lieu of level crossing No 301 at Km 59/7-3	Sanctioned	-do-		-do-

[Translation]

Rice Mills

**4132 SHRI JAGMEET SINGH BRAR
SHRI NAWAL KISHORE RAI**

Will the Minister of FOOD be pleased to state
(a) the number of rice mills set up under the Food Corporation of India during each of the last three years and the number of mills out of them engaged in production at present;

(b) whether rice mills being run by the Food Corporation of India are closing down in the absence of basic facilities;

(c) if so, the reasons therefor;

(d) the loss suffered by Corporation on this account, and

(e) the steps taken by the Government to revive these mills?

THE MINISTER OF FOOD (SHRI AJIT SINGH) · (a) and (b) The Food Corporation of India has not set up any rice mill during the last three years. The Corporation had however established 25 Modern Rice Mills during the period from 1968 to 1977 of which 13 Mills have already been disposed of until 1992. The Board of Directors of FCI has decided to close down the remaining 12 Mills and dispose of their plants and machinery, because the operation of these units had become highly uneconomical.

(c) The factors contributing to the uneconomical functioning of these mills include .

- (i) non-availability of millable paddy particularly in Andhra Pradesh and Tamil Nadu
- (ii) obsolete plants and machinery,
- (iii) frequent power cuts;
- (iv) labour problems etc.

(d) Food Corporation of India is not suffering any losses due to the closure of these mills

(e) Efforts were made to improve the functioning of these mills by undertaking necessary repairs and renovations of the plants and machinery. These did not succeed. Studies were also made to see if the mills can be run on commercial lines by purchasing paddy from the open market. The findings of the techno-economic study carried out in this regard were not encouraging. Taking all relevant factors into account it was decided to close down these mills and dispose of their plants and machinery

[English]

Pulses

4133. SHRI HARIN PATHAK · Will the Minister of AGRICULTURE be pleased to state ·

(a) whether the Government have formulated any scheme for increasing production of pulses in less irrigated areas;

(b) if so, the details thereof;

(c) the areas selected so far to bring under the scheme State-wise; and

(d) the funds earmarked for the implementation of said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) (a) and (b) The pulses are cultivated under rainfed conditions as only about 9.8% of the total pulses area is under irrigation. In order to increase the production of pulses Centrally Sponsored National Pulses Development Project (NPDP) is under implementation during the VIIIth Five Year Plan in 25 States and U.T. of A and N Island in selected districts. Under the scheme some of the key inputs are supplied to the farmers on subsidised rates. For transfer of technology to the farmer's fields, frontline demonstrations and block demonstrations are being organised by the Indian Council of Agricultural Research (ICAR) and the State Department of Agriculture respectively. The cost of the scheme is being shared by the Government of India and the States on 75:25 basis.

(c) A Statement is enclosed.

(d) the VIIIth Five Year Plan outlay is Rs. 189.60 crores. The year-wise outlay is as under :

Year	Outlay
1992-93	Rs. 25.80 crores
1993-94	Rs. 28.00 crores
1994-95	Rs. 36.00 crores
1995-96 (proposed)	Rs. 34.40 crores

STATEMENT

STATE/DISTRICT

I. ANDHRA PRADESH

1. Guntur
2. Krishna
3. Karimnagar
4. Khammam
5. Mehboobnagar
6. Nalgonda
7. Rangareddy
8. Warangal

(Total No. of Districts : 8)

II. BIHAR

1. Bhagalpur
2. Darbhanga
3. Gumla
4. Gaya

5. Katihar

6. Muzaffarpur

7. Madhubani

8. Purnea

9. Patna

10. Rohtas

11. Ranchi

12. Saharsa

13. Samastipur

14. Vaishali

(Total No. of Districts : 14)

III. GUJARAT

1. Baruch

2. Baroda

3. Panchmahal

(Total No. of Districts : 3)

IV. HARYANA

1. Bhiwani

2. Hissar

3. Sirsa

(Total No. of Districts : 3)

V. KARNATAKA

1. Bidar

2. Bijapur

3. Bangalore Urban

4. Bangalore Rural

5. Belgaum

6. Bellary

7. Chitradurga

8. Chikkamangalore

9. Dharwar

10. Dakshina Kannada

11. Gulbarga

12. Hasan

13. Kolar

14. Mysore

15. Mandya

16. Raichur

17. Shimoga

18. Tumkur

19. Uttar Kannada

(Total No. of Districts : 19)

VI. MADHYA PRADESH

1. Bilaspur

2. Bhind

3. Bastar

4. Bhopal

5. Balaghat

6. Chhindwara
7. Chhatarpur
8. Durg
9. Damoh
10. Dhar
11. Datia
12. Dawai
13. Guna
14. Guwallor
15. Huasangabad
16. Indore
17. Jabalpur
18. Khargaon
19. Jhabua
20. Khandwa
21. Mandsora
22. Madia
23. Morena
24. Narsingpur
25. Panna
26. Raisen
27. Raigarh
28. Rewa
29. Rajnandgaon
30. Ratlam
31. Raipur
32. Rajgarh
33. Sagar
34. Sajanpur
35. Shivpuri
36. Sehore
37. Satna
38. Sarguja
39. Seoni
40. Sidhi
41. Shahdol
42. Tikamgarh
43. Ujjain
44. Vidisa

(Total No. of Districts : 44)

VII MAHARASHTRA

1. Aurangabad
2. Akola
3. Amravati
4. Ahmednagar
5. Beed
6. Buldana
7. Bhandara

8. Chandrapur
9. Dhule
10. Jalgaon
11. Jaina
12. Latur
13. Nagpur
14. Nanded
15. Nasik
16. Osmanabad
17. Parbhani
18. Pune
19. Sholapur
20. Sangli
21. Satara
22. Wandha
23. Yeotmal

(Total No. of Districts : 23)

VIII. ORISSA

1. Balasore
2. Bolangir
3. Cuttack
4. Chenkanal
5. Ganjam
6. Keonjhar
7. Koraput
8. Kalahandi
9. Magurbhanj
10. Puri
11. Phulbani
12. Sambalpur
13. Sundergarh

(Total No. of Districts : 13)

IX. PUNJAB

1. Faridkot

(Total No. of District : 1)

X. RAJASTHAN

1. Alwar
2. Ajmer
3. Bharatpur
4. Bhilwara
5. Bundi
6. Banawara
7. Barmer
8. Baran
9. Churu
10. Chittor
11. Dungarpur
12. Dausa

13. Ganganagar

14. Jhunjhuna

15. Jaipur

16. Jhalawar

17. Jodhpur

18. Kota

19. Nagora

20. Sikar

21. Sawaimadhopur

22. Tonk

23. Udaipur

(Total No. of Districts : 23)

XI. TAMIL NADU

1. Coimbatore

2. Chengal-Anna

3. Dharmapuri

4. Dhindigal-Anna

5. Kattabimman

6. Kamarajar

7. Madurai

8. North Arcot (Ambethkar)

9. Nagapattinam-Quald

10. Periyar

11. Pudukkottai

12. Pasumpon

13. Ramanathapuram

14. South Arcot Valkular

15. Salem

16. Tiruchirapalli

17. Thangavur

18. Tiruchelvelli

19. Tiruvannamalai (Sambuvarayar)

20. V.O. Chidamparsnar

21. South Arcot Villupuram

(Total No. of Districts : 21)

XII. UTTAR PRADESH

1. Allahabad

2. Agra

3. Azamgarh

4. Aligarh

5. Banda

6. Basti

7. Badaun

8. Behraich

9. Etawa

10. Etah

11. Fatehpur

12. Falzabad

13. Ferozabad

14. Hamirpur

15. Jalaun

16. Jhansi

17. Kanpur

18. Lallipur

19. Mao

20. Mirzapur

21. Rai Bareilly

22. Sultanpur

23. Shahjahanpur

24. Sonbhadra

25. Sidharth nagar

26. Varanasi

27. Gonda

28. Hardoi

29. Sitapur

30. Barabanki

31. Nainital

32. Pithoragarh

33. Parigarhwal

34. Mahoba

35. Bhadoi

(Total No. of Districts : 35)

XIII. WEST BENGAL

1. Maldia

2. Murshidabad

3. Nadia

(Total No. of Districts : 3)

The following States/UTs have been taken up as one district :

1. Assam

2. Arunachal Pradesh

3. Andaman and Nicobar Islands

4. Delhi

5. Goa

6. Himachal Pradesh

7. Jammu and Kashmir

8. Kerala

9. Manipur

10. Meghalaya

11. Nagaland

12. Sikkim

13. Tripura

(Total No. of Districts : 13)

All India : 223 districts.

Support Price for Copra

4134. SHRI MULLAPPALLY RAMCHANDRAN :
SHRI V.S. VIJAYARAGHAVAN :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Commission for Agricultural Costs and Prices has recommended support price of copra for the 1995 season;

(b) if so, whether the price recommended is same as was announced for last season;

(c) Whether the Government have received any proposal/request from the Government of Kerala to revise the Support price of copra/coconut during 1995 season; and

(d) if so, the response of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) Yes, Sir.

(b) to (d). The recommendations of the Commission for Agricultural Costs and Prices (CACP) on the price policy for copra for 1995 season were forwarded to the copra producing States/UTs. Based on the comments of the State Governments/UTs as well as that of the concerned Central Ministries and Departments, the proposal prepared on the price policy for copra for 1995 season is under active consideration of the Government.

Facilities in Rajdhani Express

4135. SHRI P.C. THOMAS : Will the Minister of Railways be pleased to state :

(a) whether the introduction of new Rajdhani Express trains during the past two years has been successful;

(b) if so, the details thereof;

(c) whether catering and other facilities provided in all such trains are similar;

(d) if not, the reasons therefor and what are the differences; and

(e) the steps being taken to make uniformity in providing catering and other facilities in all such trains?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). The new Rajdhani Express trains introduced during the last two years are as under :

- (I) 2305/2306 New Delhi-Howrah (via Patna)
- (II) 2421/2422 New Delhi-Bhubaneshwar
- (III) 2423/2424 New Delhi-Guwahati
- (IV) 2425/2426 Hazrat Nizamuddin-New Delhi-Jammu Tawi
- (V) 2431/2432 Hazrat Nizamuddin-Madras-Trivandrum

These trains are being adequately patronised.

(c) and (d). Catering facilities in Rajdhani Express trains have been evolved by the Railways keeping in view factors like food preferences of travelling public, regional cuisine in the regions in which the trains operate, etc.

(e) Does not arise.

Indian Institute of Management, Kerala

4136. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) Whether Government propose to set up an Indian Institute of Management in Kerala;

(b) if so, the present status of the proposal; and

(c) the action proposed to be taken by the Government to expedite the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) KUMARI SELJA : (a) to (c). A proposal for establishment of an Indian Institute of Management in Kerala is presently with the Central Government which requires thorough examination and scrutiny from various angles as is necessary while considering such proposals

[Translation]

Railway Stations

4137. SHRI SHIVRAJ SINGH CHAUHAN : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the railway stations in Madhya Pradesh Modernised during the last three years;

(b) the names of the railway stations where modernisation work is going on;

(c) whether the Government have selected some more railway stations for modernisation during 1995-96;

(d) if so, the details thereof; and

(e) the time by which the work is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Anuppur, Ashok Nagar, Balod, Banapura, Bankhedi, Belghana, Bhitoni, Bhopal, Bilainagar, Billespur, Bina, Champa, Dagori, Datia, Dewalgaon, Dhamtari, Durg, Gadarwara, Ganeshgunj, Ganjbasoda, Gobrawahi, Guna, Gwalior, Harda, Harrad, Hoshangabad, Indore, Itarsi, Jabalpur, Jaitwar, Khandwa, Khirkiya, Kumhari, Lachhipura, Lakshimbai-Nagar, Mandasor, Mhow, Morena, Omkareshwar Road, Parasia, Pendra Road, Pipariya, Raipur, Ratlam, Ruthiyal, Salchauka Road, Sanchi, Satna, Undasa Madhawpur, Urkura, Uslapur, Vidisha.

(b) Akalara, Amlai, Banapura, Bhilainagar, Bhopal, Billespur, Bina, Birchingpur, Bordand, Brajarajanagar, Budni, Damoh, Dhodramohar, Gevra Road, Gotegaon,

Gwalior, Habibganj, Harda, Hathbandh, Indore, Marsi, Jabalpur, Jaithari, Jhalwara, Katni, Khandwa, Kharolsa, Kirodimalnager, Malhar, Mandasor, Marauda, Morena, Nalla, Nasirabad, Nipania, Nowrasabad, Obaidullaganj, Omkareshwar Road, Patharia, Pendra Road, Raipur, Ratlam, Ruthiyai, Salamtpur, Sanchi, Satna, Shahdol, Shajapur, Ujjain, Venkatnagar.

(c) Yes, Sir.

(d) and (e). Works of remodelling of station building at Bhatapara, improvement to station building and circulating area at Raigarh and provision/improvements of facilities at Ganjbasoda, Itarsi, Omkareshwar Road, Ratlam, Satna, Shujalpur and Vidisha are to be taken up during the current year. The dates of completion of these works will depend upon the availability of funds in the future years.

[English]

Super Express Highways

4138. SHRI SUKHENDU KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways propose to tackle the problems posed by Super Express Highways; and

(b) If so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No view has been taken yet in this regard.

(b) Does not arise.

Car Rakes

4139. SHRI RAM NAIK : Will the MINISTER OF RAILWAYS be pleased to state :

(a) whether the Government have decided to convert 9-car rakes into 12-car rakes in Mumbai Suburban Section during 1995-96;

(b) If so, the details thereof; and

(c) If not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Yes, Sir. Already 5 rakes of 12 cars each are operating in the suburban section and six 9 car rakes are planned to be converted to 12-car rakes in Mumbai Suburban section during 1995-96.

(c) Does not arise.

Export by Food Corporation of India

4140. SHRI SANAT KUMAR MANDAL : Will the Minister of FOOD be pleased to state :

(a) whether the Food Corporation of India is yet to get its export act together;

(b) If so, the reasons for it not exporting wheat and rice directly;

(c) whether any private traders have also been allowed to buy Food corporation of India stocks for export; and

(d) If so, the inhibitions lying in the way of the Food Corporation of India in exporting food grains directly and developing the expertise?

THE MINISTER OF FOOD (SHRI AJIT SINGH) : (a) to (d). Government have recently decided to release an export ceiling of 2.5 million tonnes of non-durum wheat during the current year 1995-96. The FCT has also been authorised to export/sell for the purpose of export non-durum wheat/wheat products from public stocks within the export ceiling of 2.5 million tonnes. The FCI has been authorised to export/sell for the purpose of export of fine and superfine rice also from the Public stocks up to 2.00 million tonnes during 1995-96. All matters relating to export of foodgrains from Public Stocks are to be decided by a High Level Committee constituted for the purpose under the Chairmanship of the Chairman, FCI. The High Level Committee has already initiated necessary action and has fixed the export price.

Dayal Committee Report

4141. SHRI JITENDRA NATH DAS : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have received the Dayal Committee Report on Foodgrains production and consumption;

(b) If so, the details of main recommendations/suggestions made therein; and

(c) the follow-up action proposed to be taken on those suggestions/recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) to (c) The main recommendations/observations of the Working Group on Foodgrains Requirements by the year 2000 A.D. set up under the Chairmanship of Shri M.S. Dayal are as under :

(i) Our current foodgrains production exceeds the normative requirements of our population by about 10%.

(ii) Under-nutrition is a matter of inadequate access of the poor to food.

(iii) In average Indian diets, if calorie requirements are met, there is no protein inadequacy.

(iv) The normative foodgrains requirement for the year 2000 AD assuming a population of one billion, is assessed to be 180 million tonnes (cereals, millets and pulses).

(v) Increase in foodgrains production would require a strong market pull which can be provided by a mix of aggressive exports and public stockholding.

Zonal Railway Users' Consultative Committee

4142. SHRI PIUS TIRKEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Zonal Railway Users' Consultative Committee, North Frontier Railway Zone and Divisional Railway Users' Consultative Committee of Alipurduar in NF Railway have been formed;

(b) if so, the details thereof;

(c) the details of the meetings held in the last two years; and

(d) the details of the representatives of Press in the above committee?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER HARIEF) : (a) to (d). ZRUCC/ N.F. Railway and DRUCC/ Alipurduar Division have been constituted for a 2-year term from 1.10.94 to 30.9.96 and 1.9.94 to 31.8.96, respectively. ZRUCCs are required to meet 3 times in a year and DRUCCs once a quarter but not less than 3 times a year. No meeting of these Committees has, however, been held so far. There is no provision in the Constitution of the ZRUCCs and DRUCCs, to give specific representation to Press.

Super Bazar

4143 SHRI RAJNATH SONKAR SHASTRI : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Government have been holding review meetings of the Super Bazar regularly;

(b) if so, the number of such meetings held during the last three years, year-wise and the salient points emanating therefrom;

(c) the action taken on each of those points by the Super Bazar and the benefits accrued therefrom to the consumers; and

(d) when was last such a review meeting held and the reasons for the delay in holding the next such review meeting?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) to (c) Yes, Sir. Though no review meeting was carried out in 1992, periodical review and assessment of the functioning of Super Bazar was carried out three times in the Calender Year 1993 and five times in Calender year 1994. The Ministry have suggested measures for further improvements in the working of Super Bazar for obtaining better operational

results. Advice tendered by the Ministry is taken into consideration by the Management of the Stores for better operational results.

(d) Last review meeting was held on 28.10.94. Reason for delay in holding next review meeting is due to change that have taken place in the Ministry.

National Assessment and Accreditation Council

4144. SHRI SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) composition of the National Assessment and Accreditation Council set up by the U.G.C.;

(b) major activities undertaken by the NAAC during the period ending 31st March, 1994;

(c) the number of Institutions of higher education which have been assessed and graded during 1994-95;

(d) whether the U.G.C. has decided to take such grading into consideration in distributing grants to various universities and colleges; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) A Statement indicating the composition of the National Assessment and Accreditation Council (NAAC) is enclosed

(b) and (c) The National Assessment and Accreditation Council (NAAC) was got registered on 16.9.1994 as a society under the Karnataka Societies Registration Act, 1960, and the Karnataka Societies Registration Rules, 1961. The Council has not yet become fully operational.

(d) and (e). The matter is under consideration of the UGC.

STATEMENT

The Composition of the National Assessment and Accreditation Council

S.No.	Name	Designation in the G.C.
1	2	3
1.	Prof. G. Ram Reddy Chairman, U.G.C. Bahadur Shah Zafar Marg New Delhi.	Chairman
2.	Prof. N.C. Mathur Vice-Chairman, U.G.C. Bahadur Shah Jafar Marg New Delhi.	Member

1	2	3
3.	Shri S.V. Giril Secretary, Education Ministry of Human Resource and Development Shastry Bhawan, New Delhi.	Member
4.	Prof. D.P. Singh Member, U.G.C. B-875, Sector-A Mahanagar, Lucknow (U.P.)	Member
5.	Prof. Bashiruddin Ahmed Vice-Chancellor Jamia Millia Islamia Jamia Nager, New Delhi	Member
6.	Prof. A.S. Nigavekar Department of Physics University of Poona Ganeshkhind, Pune-411007	Member
7.	Prof. K.B. Powar Secretary General Association of Indian Universities, 16, Kotla Marg, New Delhi	Member
8.	Shri Inderjit Khanna, Secretary, Bahadur Shah Zafar Marg University Grants Commission New Delhi.	Member
9.	Prof. N.R. Shetty, Vice-Chancellor, Bangalore University	Member
10.	Mr. D.P. Hira, Director, UGC, New Delhi.	Member
11.	Dr. V. Krishna Moorthy, Academic Consultant, UGC, GH-13/849/SFS Flates, Paschim Vihar, New Delhi - 110049.	Member

Computer Education

4145. SHRI SULTAN SALAHUDDIN QWAISI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have set in motion the process of strengthening computer education in the country;

(b) if so, whether the comprehensive note on the status of computer education in the country was prepared by All India Board of Computer Education; and

(c) if so, the main recommendations made and the steps being taken to improve the computer education in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (c). The All India Council for Technical Education (AICTE) has constituted an All India Board of Computer Science Engineering/Technology and Applications and has prepared a comprehensive note on the status of computer education in the country. The suggestions made in this note including increasing the intake capacity of the existing courses, encouraging opening of new institutions/departments, encouraging industry to manufacture hardware for infrastructural needs of expending computer education programmes and ensuring maintenance of proper standards of computer education etc. are likely to go a long way in improving the computer education in the country.

Reservation Norms in Super Bazar

4146. SHRIMATI BHAVNA CHIKHLIA : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the norms recommended by Mandal Commission for reservation to backward and minority communities and most backward communities are being followed in the Super Bazar selections/appointments;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and steps taken by the Government for implementation of the said norms in the Super Bazar?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) No, Sir.

(b) Does not arise.

(c) Super Bazar, the Cooperative Stores Limited, is registered under the Delhi Cooperative Societies Act and has its own rules and regulations. Its pay and DA structures are also different from Government.

Social Forestry

4147. DR. K.V.R. CHOWDARY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the amount earmarked for the social forestry programme during 1992-93, 1993-94 and 1994-95, State-wise; and

(b) the achievements made so far in this regard State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) :

(a) Afforestation and tree planting activities, including social forestry, are undertaken throughout the country under the Twenty Point Programme subject to the overall availability of funds under the Central and State Plans.

Statement-I giving the year-wise, State-wise allocation and utilisation of funds for the year 1992-93, 1993-94 and 1994-95 is enclosed.

(b) The State-wise, year-wise achievements under the programme in this regard are given in the Statement-II enclosed.

STATEMENT-I

Statewise Allocation and Utilisation of Funds for Afforestation/Tree Planting Activities Under the 20-Point Programme During 1992-93 to 1994-95

(Rs. in lakhs)

S. No.	State/UTs	1992-93		1993-94		1994-95	
		Allocation	Utilisation	Allocation	Utilisation	Allocation	Utilisation
1	2	3	4	5	6	7	8
1	Andhra Pradesh	2510.52	3671.15	3324.70	1966.49	2579.47	NR
2.	Arunachal Pradesh	434.55	429.23	511.00	1083.53	1324.00	NR
3.	Assam	1520.00	703.13	1217.00		287.69	NR
4.	Bihar	2112.46	1864.70	3381.46	1533.87	4715.60	NR
5.	Goa	156.95	128.23	150.80	148.64	154.66	NR
6.	Gujarat	6713.93	6663.94	6684.04	7367.54	6981.12	NR
7	Haryana	4576.57	3940.35	3777.40	4112.20	3669.10	NR
8.	Himachal Pradesh	4746.00	4536.73	6063.13	4429.36	NR	NR
9.	Jammu and Kashmir	1795.95	931.55	1108.02		NR	NR
10.	Karnataka	6157.87	5844.53	7548.06	8316.61	11513.51	NR
11.	Kerala	1215.00	1261.15	695.05	300.00	330.00	NR
12.	Madhya Pradesh	5512.96	5884.01	7350.68	5266.36	5800.98	NR
13.	Maharashtra	7624.11	6321.10	8936.45	9044.30	9525.86	NR
14.	Manipur	573.65	308.55	234.49	402.98	542.61	NR
15.	Meghalaya	1164.07	1196.93	1084.20		NR	NR
16.	Mizoram	870.00	980.00	906.09	936.14	927.44	NR
17.	Nagaland	155.30	69.45	150.11	624.46	744.00	NR
18.	Orissa	4208.00	3842.85	4069.50	1015.29	978.35	NR
19.	Punjab	1159.50	1903.22	1672.70	1015.22	909.35	NR
20	Rajasthan	9583.00	9390.41	12550.44	10883.37	14339.17	NR
21.	Sikkim	383.87	436.60	364.82		NR	NR
22	Tamil Nadu	4640.70	5111.08	5199.39	9849.80	8868.00	NR
23.	Tripura	1156.04	978.15	1163.63	780.12	861.67	NR
24.	Uttar Pradesh	6790.18	9174.84	9043.33	8100.42	12983.49	NR
25	West Bengal	2880.00	3618.21	2096.30	4250.74	3057.27	NR
26.	A and N Islands	116.25	112.97	114.85	127.80	127.50	NR
27	Chandigarh	30.00	39.00	170.00	50.00	45.00	NR
28	D and N Haveli	97.20	137.97	200.00	186.90	146.87	NR
28	Daman and Diu	13.00	15.00	13.00	14.77	22.50	NR
30	Delhi	281.00	193.25	197.00	218.03	193.00	NR
31.	Lakshadweep	16.00	16.00	16.50		NR	NR
32	Pondicherry	91.33	106.81	131.00	69.50	92.00	NR
Total		79288.02	79811.64	80177.14	82090.24	91599.21	

* - Revised

⦿ - Tentative

(P) - Provisional

NR - Not Received

STATEMENT-II

S. No.	Name of State/UT	Target DISTRIBUTION (For planting on pvt. lands)	SEEDLINGS AREA (Public lands including forest lands)	Achievement AREA DISTRIBUTION (For planting on pvt. lands)	SEEDLINGS AREA DISTRIBUTION (For planting on pvt. lands)	Achievement AREA DISTRIBUTION (Public lands including forest lands)	SEEDLINGS AREA DISTRIBUTION (For planting on pvt. lands)	Target DISTRIBUTION (For planting on pvt. lands)	SEEDLINGS AREA DISTRIBUTION (Public lands including forest lands)	Target AREA DISTRIBUTION (For planting on pvt. lands)	SEEDLINGS AREA DISTRIBUTION (Public lands including forest lands)	Achievement AREA DISTRIBUTION (Public lands including forest lands)	1994-95				
													1992-93	1993-94	1993-94	1994-95	
1	2	3	4	5	6	7	8	9	10	11	12	13	14				
1. Andhra Pradesh	1650.00	63450.00	1102.63	47453.00	1950.00	70000.00	917.19	34530.00	1000.00	35000.00	418.69	44692.00					
2. Arunachal Pradesh	5.00	726.00	5.00	726.00	5.00	7500.00	5.00	7500.00	6.00	8232.00	1.97	799.25	Feb. 95				
3. Assam	25.00	25000.00	11.80	22498.00	30.00	27500.00	20.76	18144.00	25.00	25000.00	21.46	18941.00	Jan. 95				
4. Bihar	600.00	48000.00	180.00	20357.00	750.00	50000.00	190.03	45655.39	750.00	50000.00	32.39	5214.00	Oct. 94				
5. Goa	25.00	1500.00	27.23	1722.00	30.00	1800.00	33.46	1854.00	35.00	1900.00	20.88	1850.00	Dec. 94				
6. Gujarat	2500.00	70000.00	2261.46	64847.00	● 1500.00	68000.00	1831.76	73711.66	● 1500.00	54000.00	1565.56	65652.00	Nov. 94				
7. Haryana	300.00	37050.00	300.00	34826.00	300.00	37500.00	231.91	33823.00	231.91	27000.00	32.38	30110.00	Jan. 95				
8. Himachal Pradesh	90.00	32500.00	88.59	31260.00	75.00	35000.00	33.19	32265.20	● 20.00	35000.00	40.58	31326.00	Feb. 95				
9. Jammu and Kashmir	50.00	20000.00	84.83	17010.85	● 60.00	20000.00	42.01	15626.20	70.00	22000.00	33.14	7802.00	Feb. 95				
10. Karnataka	565.00	38500.00	374.38	36476.91	450.00	48500.00	274.19	48429.36	450.00	48000.00	557.87	58441.00	Feb. 95				
11. Kerala	168.00	25000.00	173.79	17342.70	● 30.00	15000.00	136.61	● 3127.69	● 300.00	16000.00	51.27	● 4750.00	Feb. 95				
12. Madhya Pradesh	600.00	110500.00	600.12	121334.19	40.00	125000.00	439.00	125187.19	450.00	135000.00	430.11	135000.00					
13. Maharashtra	1150.00	163000.00	824.97	15382.36	● 1200.00	180000.00	1141.25	● 10002.17	1000.00	121000.00	1047.19	● 148825.00	Jan. 95				
14. Manipur	25.00	9000.00	22.46	8800.00	30.00	9500.00	22.00	8628.00	● 30.00	10000.00	24.03	7415.00	Jan. 95				
15. Meghalaya	125.00	18000.00	26.38	5148.00	125.00	19000.00	54.88	11604.00	75.00	20000.00	17.10	7575.00	Sep. 94				
16. Mizoram	10.00	12000.00	5.85	14000.00	10.00	14000.00	16.31	16750.00	20.00	18000.00	16.42	14130.00	Feb. 95				
17. Nagaland	110.00	5850.00	20.10	4700.00	120.00	7500.00	54.30	2798.00	75.00	7500.00	10.00	20.00	Feb. 95				
18. Odisha	500.00	60000.00	425.42	74134.85	550.00	75000.00	390.04	78619.00	300.00	72000.00	448.23	84887.00	Feb. 95				
19. Punjab	70.00	17000.00	85.90	19360.00	80.00	18000.00	51.78	17600.00	45.00	17000.00	34.81	13593.00	Jan. 95				
20. Rajasthan	350.00	65000.00	405.13	66729.00	40.00	65000.00	453.34	67236.00	300.00	76000.00	350.00	87217.00	Feb. 95				
21. Sikkim	15.00	8000.00	9.50	8865.38	18.00	8500.00	10.85	8844.82	20.00	9200.00	28.79	NR	Feb. 95				
22. Tamil Nadu	875.00	65000.00	1037.36	113553.10	100.00	11400.00	1124.32	88016.51	100.00	75000.00	869.93	72485.00	Feb. 95				
23. Tripura	50.00	16000.00	37.05	15253.00	50.00	17700.00	28.14	8603.54	21.50	7728.00	18.01	7001.16	Feb. 95				
24. Uttar Pradesh	3390.00	90000.00	3488.29	100138.26	● 3200.00	85000.00	2829.00	83723.24	● 758.00	92000.00	3015.00	72025.00	Feb. 95				
25. West Bengal	1000.00	50000.00	802.00	50000.00	80.00	45000.00	800.00	38920.00	● 758.00	36000.00	1118.35	● 41285.00	Feb. 95				
26. A and N Islands	5.00	3200.00	5.33	3200.00	5.00	3300.00	5.00	3498.67	6.00	3700.00	4.24	3506.50	Feb. 95				
27. Chandigarh	0.00	400.00	0.28	430.20	0.00	500.00	0.05	8.00	Jun. 93	0.00	450.00	NR	450.00	Feb. 95			
28. D and N Haveli	10.00	1000.00	7.90	518.00	12.00	1100.00	12.02	884.60	Aug. 93	14.50	1000.00	14.39	786.50	Feb. 95			
29. Daman and Diu	1.00	100.00	1.14	83.34	1.00	150.00	0.94	62.00	1.00	150.00	1.03	47.00	Dec. 94				
30. Delhi	50.00	2000.00	41.60	1512.70	50.00	2000.00	43.51	1740.40	55.00	2200.00	42.21	1688.00	Sep. 94				
31. Lakshadweep	3.00	50.00	3.38	50.00	4.00	50.00	4.27	54.20	4.10	60.00	4.24	60.00	Dec. 94				
32. Pondicherry	1.00	200.00	10.81	128.00	4.00	200.00	0.80	126.53	4.00	200.00	2.18	131.30	Feb. 95				
Total	14500.00	1084000.00	12450.87	1062225.52	13500.00	1165300.00	11037.61	963886.17	11835.10	1031320.00	10367.51	945386.71					

● Tentative

● Revised

[Translation]

Gauge Conversion

4148. SHRI PANKAJ CHOWDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the report of the survey work being conducted to lay broadgauge line from Gorakhpur and Nautanwa, Sonauli-Bharhawa railway routes was to be submitted by the North-Eastern Railway in September last year;

(b) if so, whether this report has not been received by the Railway Board.

(c) if so, whether the Government propose to take any steps for ensuring immediate submission of this report;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Survey Report for gauge conversion from Gorakhpur to Nautanwa and extension of new BG line from Nautanwa to Sonauli was received in Feb.95. Regarding Sonauli-Bharhawa survey the section falls in the territory of Nepal and the survey, in a foreign country cannot be taken up without their request.

(c) to (e) Do not arise.

Reservation of Backward Classes

4149 SHRI SANTOSH KUMAR GANGWAR : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have implemented the recommendations of Mandal Commission for recruitment of Scientists in Indian Council of Agricultural Research;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) Provisions have been made for 27% reservations to candidates of other backward classes in terms of the recommendations of the Mandal Commission for recruitment of Scientists in the grade of Rs 2200-4000 in I.C.A.R. In Agricultural Research Service Examination, 1994. Council has also decided to implement the Government of India's instructions regarding relaxation in maximum age limit prescribed for direct recruitment by three years to other backward classes for the recruitment of Scientists in I.C.A.R.. Since recruitment

action for the ARS examination 1994 is already over, these provisions will be made applicable to the ARS Examination to be held from 1995 onwards.

(c) Does not arise.

[English]

Green Revolution

4150. DR. ASIM BALA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Green Revolution in the field of agriculture has reached its maximum;

(b) if so, the details thereof;

(c) whether the agriculture is being neglected in this changed situation; and

(d) if not, the achievements made in the agricultural technology of the country which help in the production?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) and (b). Production and productivity of Wheat and Rice, which brought Green Revolution, are still showing an increasing trend.

(c) Priority is still being continued for the development of agriculture.

(d) Evolution of location specific high yielding varieties of crops and development of production technologies including plant protection methods are helping in increasing the crop productivity and production in different parts of the country.

Railway Projects

4151. SHRI P. KUMARASAMY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government of Tamil Nadu has sent proposals during 1993-94 and 1994-95 for construction of new railway stations and also regarding new rail routes/extension of existing rail routes;

(b) if so, the details thereof;

(c) the details of the proposals, out of them sanctioned by the Union Government; and

(d) the present status of each of the remaining proposals and the steps being taken for early clearance thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). Proposals have been received from Government of Tamil Nadu for taking up the following projects :

(i) New line from Mettupalayam to Chamarajanagar via Sathyamangalam.

(ii) Construction of a new line from Paramakudi to Tuticorin via Mudukulathur, Kadaladi and Sayalkudi.

(c) and (d). Updating of the survey from Mattupalayam to Chamrajanagar via Sathyamangalam and Coimbatore has been taken up. Further consideration of the project will be possible once the survey report becomes available.

The cost of the proposed Paramakudi-Tuticorin (128 Kms) new railway line would be Rs. 150 crores. This project cannot be taken up at present because of constraint of resources.

Voluntary Organisations

4152. SHRI PHOOL CHAND VERMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any financial and other irregularities have been detected in the functioning of voluntary welfare organisations for women and children during the last one year; and

(b) if so, the details thereof and the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI) : (a) and (b). Yes, Sir. A total of five cases of irregularities in the functioning of voluntary organisations assisted by the Department of Women and Child Development have been detected during the last one year. The following is a list of these institutions and action taken thereon :

1. Rajendra Shiksha Avam Samaj Kalyan Sansthan, Sitamarhi, BIHAR : Grants Stopped.
2. All Manipur Women Development Council, Imphal, MANIPUR : Grants Stopped.
3. Samaj Sewa Sangh, Delhi : Grants Stopped.
4. Tripura Adimjati Sevak Sangh, Agartala, TRIPURA : Grants Stopped.
5. Lucknow Educational Welfare Society, Lucknow, UTTAR PRADESH : Grants Stopped and Black-listed.

Commodity Exchange

4153. SHRI M.G. REDDY : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the trading in commodity futures is banned at present;

(b) if so, the consideration which weighed with the Government in permitting the ITC Agro to set up the country's first commodity futures exchange in Bombay;

(c) the functions of this Exchange and the control exercised by Government over it;

(d) whether the Government have received the Kabra Commission Report;

(e) if so, the salient recommendations thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) At present, trading in commodity futures is not banned. Such trading is being allowed in the country in respect of commodities like castorseed, pepper, turmeric, gur, heasian and potatoes.

(b) and (c). The Government have not permitted the ITC Agro to set up a Commodity Futures Exchange in Bombay.

(d) to (f). The Kabra Committee which was appointed by the Ministry of Civil Supplies, Consumer Affairs and Public Distribution in June, 1993 to review the operations of the forward markets and to assess the role of the Forward Markets Commission, has since submitted its report to the Government. The Government has not taken any decision on the recommendations of the Report as it involves consultations with various Government Departments/Organisations.

Girls' Education

4154. SHRIMATI VASUNDHARA RAJE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the present position with regard to girls' education in different States;

(b) whether Government have any proposal for boosting girls' education;

(c) if so, the State-wise targets and schemes drawn therefor;

(d) the specific steps proposed to be taken with regard to Rajasthan and Madhya Pradesh; and

(e) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) In 1993-94, girls account for 42.8% of enrolment in Primary, 39.3% in Middle, 34.3% in Secondary/Hr. Secondary and 33.5% in Higher Education.

(b) and (c). The efforts being made to boost education for girls have been spelt out in the Chapter "Education for Women's Equality" of the Annual Report of the Department for the year 1994-95.

(d) and (e). In addition to other programmes, special programmes like Shiksha Karmi and Lok Jumbish are implemented in Rajasthan; and District Primary Education Programme in Madhya Pradesh. These programmes give priority to primary education of girls.

Rain/Hailstorms

4155. SHRI SUSHIL CHANDRA VERMA : Will the Minister of AGRICULTURE be pleased to state :

(a) the extent of assessed loss of crops in different affected districts of Madhya Pradesh due to rains and hailstorms during February 15 to April 15, 1995;

(b) the estimated number of farmers affected thereby in these districts; and

(c) the amount of compensation proposed to be given to those farmers under Crop Insurance Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : (a) According to information received from the Government of Madhya Pradesh, based on preliminary assessment, a cropped area of 1.19 lakh was affected in 30 districts due to rains and hailstorms during February 15 - April, 15, 1995.

(b) and (c) It is for the Government of Madhya Pradesh to consider the claim filed by affected farmers for compensation under the Crop Insurance Scheme after the assessment of the extent of damage in various districts is completed.

Installation of STD Booths

4156. SHRI LOKANATH CHOWDHURY . Will the Minister of RAILWAYS be pleased to state .

(a) whether as per declared policy, the allotment of space for installation of STD/ISD/PCO/FAX booths at Railway stations is exclusively reserved for handicapped persons only;

(b) if so, what are the guidelines in this regard; and

(c) the details of stations (with names) where this facility has been provided in each Zonal Railways?

THE MINISTER OF RAILWAYS (SHRI C K JAFFER SHARIEF) : (a) and (b). As per the extant instructions, space for installation of STD/ISD/PCO booths at the railway stations is given to physically handicapped persons having handicap of 40% and above. Amongst handicapped persons, preference is given to educated persons and those belonging to SC/ST and weaker sections.

(c) Information is being collected and will be laid on the Table of Sabha.

[Translation]

Admission of Scheduled Caste and Backward Class Students

4157. SHRI TEJ NARAYAN SINGH :

SHRI RAMESHWAR PATIDAR :

SHRIMATI SHEELA GAUTAM

SHRI RAJESH KUMAR :

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

(a) whether some States and Union Territories have

reserved fifty per cent seats for the admission of the students belonging to the backward, down-trodden and Scheduled Caste communities in private and Government aided secondary schools;

(b) if so, the details thereof;

(c) whether the Union Government propose to ask some more States and Union Territories to provide such reservation facility; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (d). Admission Policy and procedure in schools is a matter decided solely by the State/UT Governments within the scope of the powers enjoyed by them under the Constitution. States/UTs have their own administrative norms/code for admission in educational institutions. It is, therefore, not feasible for the Central Government to evolve a uniform set of admission policy and procedure for various stages of school education.

[English]

Enhancement of Foodgrains

4158. SHRI BOLLA BULLI RAMAIAH .

SHRI RAM NAIK :

SHRI RAJENDRA AGNIHOTRI :

SHRI SANDIPAN BHAGWAN THORAT .

SHRI MULLAPPALLY RAMCHANDRAN .

Will the Minister of FOOD be pleased to state

(a) whether the Government are aware of the paucity of wheat and rice in various States;

(b) whether the paucity is due to large scale export of food grains by the Food Corporation of India (FCI).

(c) whether export of foodgrains affects its prices in the market,

(d) if so, the extent thereof;

(e) whether the Government have considered the requests of the State Governments to provide more foodgrains for Public Distribution System/Revamped Public Distribution System;

(f) whether any final decision as to how much increase will be provided has been taken;

(g) the items demanded and supplied to each State during 1994-95;

(h) how much will be met by the Union Government during 1995-96;

(i) whether complaints have been received regarding sub-standard quality; and

(j) the steps taken against the guilty and to enhance the allotment during 1995-96?

THE MINISTER OF FOOD (SHRI AJIT SINGH) :

(a) The stock position of foodgrains in the Central Pool as on 1st April, 1995 was as under, as compared to the minimum stocks required to be maintained by public agencies under buffer stocking policy :

	(In lakh tonnes)		
	Rice	Wheat	Total
Stock Position in Central Pool (P)	180.82	87.21	268.03
Minimum requirement under buffer stocking policy (P)	108.00	37.00	145.00 (P) - Provisional

However, the movement of sponsored foodgrains in 1994-95 remained low as compared to 1993-94 on account of less demand in the consuming States because of easy availability of foodgrains in the open market. Since January, 1995 the demand for wheat picked up in Southern States on account of open sale of wheat by FCI and efforts are on to meet the requirements. The labour agitation in FCI depots and the difficult law and order situation causing frequent hindrance in road movement from Guwahati, also resulted in low movement of foodgrains to North Eastern State. Nevertheless the PDS requirements have been met with although a satisfactory build up of stock level has not taken place in that region. In case of Jammu and Kashmir, although the PDS requirement are being met road movement to Kashmir valley remained low on account of stoppage of road link and less availability of trucks due to difficult law and order situation.

(b) No, Sir.

(c) No, Sir.

(d) Question does not arise.

(e) to (h). Due from comfortable stock position of foodgrains in the Central Pool, there has been no difficulty for the Central Government to maintain normal level of allocations of rice and wheat to States/Union Territories for Public Distribution System (including RPDS) as well as in meeting their demands for additional allocations on account of Natural Calamities, festival special circumstances as well as for buffer stocking. The allocations of foodgrains are made on month to month basis, based on the relative demands of States/Union Territories, seasonal availability, trend of offtake and other relevant factors. A Statement showing the demand, allocation and offtake of rice and wheat in respect of each State/Union Territory during 1994-95 is enclosed

(i) and (j). Only one complaint has been received in the recent past regarding quality of foodgrains in fair price shops in Delhi.

The Government of NCT Delhi was requested to issue instructions to the Staff of Food and Civil Supplies Department, Delhi to thoroughly check the quality of foodgrains at the time of taking delivery from Food Corporation of India depots/godowns. They were also told to ensure that sealed type samples are obtained from Food Corporation of India and displayed at the fair price shops. Food Corporation of India have also been instructed to ensure that only good quality of wheat and rice are delivered by them to the Delhi State Civil Supplies Corporation.

STATEMENT

The Demand (D) Allotment (A) and Offtake (O) for Rice and Wheat for Public Distribution System for the year 1994-95 (Provisional) (April 1994 to March 1995)

(In lakh tonnes)

S.No.	State/UT	Rice			Wheat		
		D	A	O	D	A	O
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	22.30	22.30	21.88	1.80	1.80	1.10
2.	Arunachal Pradesh	0.91	0.91	0.75	0.24	0.15	0.14
3.	Assam	4.71	4.66	3.11	3.94	3.10	2.77
4.	Bihar	3.72	3.72	0.40	7.14	7.14	2.22
5.	Goa	0.67	0.63	0.39	0.48	0.40	0.17
6.	Gujarat	4.14	4.14	1.88	6.42	6.42	3.78
7.	Haryana	0.36	0.36	0.06	1.75	1.52	0.31
8.	Himachal Pradesh	1.44	1.08	0.39	1.80	1.36	1.18
9.	Jammu and Kashmir	5.20	5.20	1.54	3.50	3.50	1.10
10.	Karnataka	13.07	13.07	6.49	6.00	3.60	2.69
11.	Kerala	22.94	18.00	11.18	8.75	4.45	3.87

1	2	3	4	5	6	7	8
12.	Madhya Pradesh	5.60	5.60	1.62	5.88	5.61	1.43
13.	Maharashtra	8.58	8.58	2.85	12.00	9.60	4.64
14.	Manipur	1.20	1.20	0.31	0.32	0.32	0.13
15.	Meghalaya	2.40	1.36	1.13	0.45	0.25	0.24
16.	Mizoram	1.22	1.00	0.80	0.25	0.20	0.17
17.	Nagaland	0.89	0.84	0.76	0.72	0.70	0.59
18.	Orissa	5.44	5.44	1.93	4.75	4.15	1.82
19.	Punjab	0.17	0.17	0.01	2.10	2.10	0.02
20.	Rajasthan	0.46	0.46	0.15	14.44	14.44	5.28
21.	Sikkim	0.56	0.56	0.34	0.10	0.10	0.08
22.	Tamil Nadu	12.00	12.00	12.24	3.60	3.60	1.55
23.	Tripura	1.94	1.94	1.26	0.36	0.22	0.08
24.	Uttar Pradesh	5.50	5.50	1.97	11.86	11.86	2.03
25.	West Bengal	9.32	9.32	4.34	10.05	10.35	7.52
26.	A and N Islands	0.31	0.31	0.00	0.08	0.08	0.00
27.	Chandigarh	0.04	0.04	0.04	0.25	0.22	0.01
28.	D and N Havell	0.06	0.06	0.00	0.02	0.02	0.00
29.	Daman and Diu	0.06	0.06	0.02	0.03	0.02	0.00
30.	Delhi	2.40	2.40	0.54	9.36	9.36	2.05
31.	Lakshadweep	0.06	0.06	0.07	0.01	0.01	0.00
32.	Pondicherry	0.24	0.24	0.03	0.09	0.09	0.00
Total		137.92	131.22	78.48	116.54	106.73	46.98

Eligibility Requirements for Lecturers

4159. SHRI R. SURENDER REDDY . Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether the Teachers' Organisation have been agitating against the eligibility tests;
- (b) if so, the view points of the Teachers' Organisation in this regard;
- (c) whether some time back the Delhi University authorities had forwarded to the UGC the list of relaxations sought by the Executive Council and the Academic Council of Delhi University in this regard;
- (d) if so, the details thereof;
- (e) whether the UGC has recently relaxed the aforesaid eligibility requirements for the University and college lecturers; and
- (f) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : (a) to (f). According to the information furnished by the UGC, requests had been made to the Commission recently regarding grant of exemption from NET for a number of categories of persons working as Lecturers on permanent/temporary/ad-hoc basis in the

Delhi University; for persons holding M.Phil/Ph.D. degree, and for posts in subjects for which no NET is conducted by the UGC/CSIR and for lowering of minimum percentage of marks at the Masters' level from 55% to 50% for appearing in the NET.

The UGC in its meeting dated 14.2.1995 considered the above mentioned demands regarding NET in the light of the Supreme Court decision dated 8.9.1994 upholding the UGC Regulation on NET and took the following decisions :

- (I) Relaxation for M.Phil/Ph.D. degree holders who acquired M.Phil by 31.12.1992 or submitted Ph.D. thesis by 31.12.1993, has already been granted. The UGC did not consider further extension desirable;
- (II) Exemption in the case of permanent Lecturers appointed prior to the revision of pay scales has already been granted in February, 1994. Exemption may also be granted to persons working against permanent posts from a date prior to 19 September, 1991, i.e., the date of enforcement of UGC Regulation on NET;
- (III) Temporary Lecturers appointed prior to the enforcement of the UGC Regulation on NET may be exempted from the NET, provided that their appointment was made on the

recommendation of a duly constituted Selection Committee;

(iv) Exemption in the case of ad-hoc appointees was not considered desirable by the UGC;

(v) For posts in subjects for which UGC/CSIR may not be holding NET, prior approval of the Commission may be obtained in individual cases;

(vi) As regards reduction of qualifying percentage of marks at the Masters' level from 55% to 50%, the UGC decided that exemption could be given only for: (a) persons who had cleared the UGC/CSIR eligibility prior to the enforcement of UGC regulation on NET, during a period of time when the minimum qualifying marks were 50% (b) SC/ST candidates with the prior approval of the Commission, in case sufficient number of SC/ST candidates with 55% marks were not available for reserved seats; and (c) persons regularly appointed through duly constituted Selection Committee and working as Lecturers from a date prior to the enforcement of UGC Regulation on NET. The Commission did not favour relaxation of the minimum percentage for all Ph.D./M.Phil degree holders who acquired such degrees up to 12.5.1993, as proposed by the Delhi University.

12.00 hrs.

[Translation]

PROF. RITA VERMA (Dhanbad) : Mr Speaker, Sir, Often deep concern is expressed to this effect that women's participation in politics is decreasing day by day. It is also said that the number of women Member in Lok Sabha and Rajya Sabha is lessening day by day. To-day we see that every noble women and as well as her family is afraid of entering in political arena to see the speedy criminalisation of politics. Through you, I would like to apprise the House of the treatment meted out to a woman who muates enough courage to join politics. Shrimati Chandramukhi Devi was our party candidate from Khagaria in the recent Assembly elections in Bihar. She. (Interruptions).* defeated a candidate named...

[English]

MR SPEAKER : Name will not go on record.

[Translation]

PROF. RITA VERMA : Prior to elections he had warned of serious consequences and reprisal if she contested elections. He not only repeated his

* Not Recorded.

threatening after the election results were out but also reacted to take reprisal. One day, as the car carrying the children for school left the premises of the women's house, the brother of the defeated candidate repeatedly hit at the car with his jeep thinking that Chandramukhi Devi was boarding inside and left it ramshackled. There were some women of the family other than Chandramukhi Devi inside the car. The women and the children were dragged out of the car and beaten and when the other members of the family came to their rescue, they, too, were not spared. The assailants asked repeatedly as to who among them was Chandramukhi Devi. The police station lay 4-5 kms. away from the place of incident but nobody came to their rescue. The police refused to lodge an F.I.R. even after 12 hours of incident. F.I.R. was written only after the national highway was jammed for eight hours and the DSP and the SP visited the area and gave assurance that the attackers will be apprehended within 24 hours. Three days have passed since and nobody has been arrested and the officers are busy in brushing the case under the carpet. This whole criminal manoeuvring is aimed at shielding a criminal who is the son of a Member of Parliament.

SHRI RAM VILAS PASWAN (Rourkela) : Kindly mention the party he belongs to.

PROF. RITA VERMA : Mr. Speaker, Sir, I will name the party if you permit. I demand that he should be arrested without delay and awarded a severe punishment so that the women are not given to understand that it is the Government's deliberate intention to shield the criminals and also that women are meant to be confined to the household and the kitchen, for upbringing the children. I demand that such conspiracy should be thwarted and severest punishment awarded to those crime mongers.

SHRI SHARAD YADAV (Madhepura) : The demand of the hon. Member of arrest and severe punishment in this case is very rightful. It is necessary to clarify what Paswanji has demanded. But I would like to say that there will be no remissness in it.

SHRI RAJVEER SINGH (Aonia) : What no remissness, four days have already passed since.

SHRI RAM VILAS PASWAN : I say that the issue raised by the hon. Member is quite serious. There should be no misunderstanding. Therefore, I would say that when the name of...* was mentioned, the people pointed their fingers towards us.

[English]

MR. SPEAKER : I removed it from the record. Now you have brought it on the record. It will go out of the record.

* Expunged as ordered by the Chair.

[Translation]

SHRI RAM VILAS RASWAN : I would like to say that he was not a Janata Dal candidate but a Congress candidate. Congress has been in the habit of doing this.

SHRI LAL K. ADVANI (Gandhi Nagar) : Mr. Speaker, Sir, at several earlier occasions, this House has expressed concern on the atrocities perpetrated on women or on the increasing criminalisation of politics and the public life. I do not think that there is any party politics involved in the incident. Ritaji has made a mention of here today. Paswanji and Sharad ji have rightly said that it is a serious matter. In this connection, the Central Government should collect pertinent information from the Government of Bihar and tell the House what action has been taken thereon. There has been an occasion earlier when the House has expressed its concern on such an incident, be it a technically and strictly speaking case of a state, yet the Government has assured the House that it will collect the information and transmit it to the House. I have a similar request to make, two women Ministers are sitting here who are probably busy in some other conversation... (Interruptions)... they are yet to pay attention to it

[English]

MR. SPEAKER : They are fully engrossed in their conversation.

[Translation]

SHRI LAL K. ADVANI : They are probably exchanging some recipe.

[English]

MR. SPEAKER : There is something related to ladies. He wants you to hear.

[Translation]

SHRI LAL K. ADVANI : I said that very few Ministers are present here but the two women Ministers present... (Interruptions) I am sorry, that prominent part attracted my attention, I did not pay attention to Kamal Nath ji.

[English]

MR. SPEAKER : Kamal Nath ji is a gentleman.

[Translation]

SHRI LAL K. ADVANI : Particularly when I should have paid attention. He is sporting the dress of our colour. The Government should collect full information in this regard and convey to the House the action taken on it because it is a heinous crime to threaten a woman candidate and attempt a murderous attack on her after

she emerges victorious. I condemn this act severely... (Interruptions)

[English]

MR. SPEAKER : It is really unfortunate that something of this kind happens and we have to take note of it. But unfortunately, we shall also have to realise that there are for a where these matters can be properly raised and the remedies to such issues, problems, difficulties can be obtained. I am afraid that many times the matters which should be looked into by the Judiciary have been coming to the Legislature and so, the Legislature is finding itself at a loss to take some effective remedial actions. It would be better for the hon. Members to raise these issues where they should be raised. Since Advani ji has said something about it and some other ladies have also spoken about it, in this case I would expect the Government to collect the information and give it to us. I am afraid that no effective remedy is found. The matter was raised by Mrs. Geeta Mukherjee more than once saying that we should discuss this matter on the floor of the House. I think we should discuss this matter on the floor of the House; maybe in two or three days' time we may take up this matter as a short duration discussion. But I would expect the Members to be present in the House and give their considered, valued views on this point.

It should not go by default - the matter comes up for discussion and there are no Members to discuss that. It should not be like that.

SHRI E. AHAMED (Manjeri) : May I take this opportunity to bring to the notice of the House as well as the Government a very serious matter which unfortunately the Central Government and the State Governments have not taken note of.

Sir, every month, thousands of people are being killed in the motor accidents in the country. And these motor accidents occur mainly because of the negligent and rash driving and the Central Government and the State Governments are taking a very lukewarm and lethargic attitude to prevent these accidents.

Sir, it is estimated that more than 60,000 men, women and children are being killed every year due to these motor accidents in the country and also more than three lakhs of persons are getting injured every year due to these motor accidents, some of them grievously. In terms of economic loss to the country, it is estimated that the country is losing more than Rs. 22,500 crore per annum only because of this rash and negligent driving in the country.

Sir, the mishap could be prevented to a larger extent if the rules are followed by the driver. The fatality rate is 20 per cent higher than that of the developed countries. The carelessness driving, having unsafe vehicles

coupled with bad roads, mixed traffic and half-hearted enforcement of the rules by the authorities are the main reasons for these accidents.

12.15 hrs.

(Mr. Deputy Speaker in the chair)

Sir, in my State also, every day, everybody will hear the news of motor accidents; there will be no day in Karala where not less than a dozen people are either killed or injured in these motor accidents. This is the state of affairs in many of our States, but unfortunately the State Governments or the Central Government take no steps to prevent this mishap. This is a great loss to the country. Many of the families are orphaned in this country and offenders involved in the offences on the road must be punished without fear or favour.

The issue of driving licence in this country is much easier than purchasing a platform ticket for a visit to the railway platform. So, there should be strict adherence so far as rules and regulations are concerned, and the motor vehicle rules are to be amended. It is the duty of the Central Government to call the concerned Ministers of the State Governments or the representatives and discuss the matter to formulate a policy that will control the rash and negligent driving and thus to prevent these accidents.

Sir, it is nightmarish for a person to travel on the Indian roads. So, I wish that the Government of India and the Minister In-Charge of it will take some effective steps immediately in this regard.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Deputy Speaker, Sir, through you, I would like to draw the attention of the House towards a serious matter. The topographic situation of Rajasthan is very odd and it has had less rainfall for the past many years. As the Summer approaches, the drinking water crisis is deepening there. The State Government is fully exploiting its limited resources in installing new handpumps, repairing the existing hand pumps that are out of order and making water available to the people wherever it is possible. Through you, I would like to urge upon the Central Government to provide special assistance to the State Government during the ensuing scorching Summer in Rajasthan so as to make it able to cope up with the situation of dry hand pumps, ponds etc. where people have to fetch water from places miles away, where there is the drinking water crisis for their cattle.

SHRI DAU DAYAL JOSHI (Kota) : Mr. Deputy Speaker, Sir, the limited resources available with the Government impede the process of defusing the situation of drinking water crisis. Therefore, while supporting what

he said, I demand that the Central Government should provide special assistance to the State Government

[English]

MR. DEPUTY SPEAKER : I will follow the rules.

[Translation]

SHRI RABI RAY (Kendrapada) : Mr. Deputy Speaker, Sir, I would like to draw the attention of your goodself and that of this House to a very important issue. Prior to raising the main issue, I would like to say something on a matter for which I had sought the permission of the hon. Speaker and that is that while as the Budget Session of Parliament is on, our hon. Finance Minister Manmohan Singh ji announces a policy statement there in America.

[English]

The Finance Minister, Mr. Manmohan Singh said here that action would be taken shortly to deregulate the insurance industry and legislation would be made to that effect."

[Translation]

Because our Budget Session is on. Ours is a sovereign Parliament and the hon. Finance Minister should be aware that when the Budget Session of the Parliament is on, he should not make a statement on deregulating our insurance industry there in the U.S. capital. This is an affront to the Parliament. The democratic values we follow in Lok Sabha that when the Parliament is in Session.

[English]

"He has no business to go out of the country and declare an announced policy decision that Government of India is going to deregulate insurance industry."

MR. DEPUTY-SPEAKER : You have spoken on 'Reported policy statement regarding deregulating the Insurance Industry announced by the Finance Minister outside the Parliament'. So far as the other point is concerned, there is a blank against your name. You have spoken on one subject.

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum) : On this important point about privatisation of the insurance industry, I have to say that it is an impossible situation that the Finance Minister is landing us in because Malhotra Committee report was once discussed in the Consultative Committee. This was never discussed in Parliament.

MR. DEPUTY-SPEAKER : It is true that Shri Rabi Rayji has raised the matter properly. But it cannot be a general subject. If many people want to participate, it

becomes very difficult. There are many other subjects also. There are also other persons to speak.

SHRI NIRMAL KANTI CHATTERJEE : In that case, this demand will go by default.

MR. DEPUTY-SPEAKER : Those who have given the notice have a right to speak.

SHRI NIRMAL KANTI CHATTERJEE : I can raise this matter tomorrow but since the matter is raised now, allow me to speak for a minute.

MR. DEPUTY-SPEAKER : This amounts to deviation from the regular procedure. There are also others to speak on this matter.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : Just five weeks ago, one subject was raised and so many speakers joined in the discussion. That subject was about the atrocities on women.

MR. DEPUTY-SPEAKER : That was permitted under extraordinary circumstances.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE . Therefore, please permit me to say that even in the Budget Speech he has hinted that without discussing it in the Parliament, he is going to set up a regulatory mechanism which is part of the Malhotra Committee recommendations, which is part of the deregulation scheme. Now, as the hon. Member has very correctly drawn the attention of the House, he is promising the World Bank and the international financiers that we are going to deregulate it, that too without the sanction of the Parliament. This is happening again and again. Without any sanction, without any discussion in Parliament, such statements are being made and such actions are being taken. Therefore, I join him in demanding that the Finance Minister should be called in to explain his position and apologise before the House for the affront that is involved in this issue.

SHRI SRIKANTA JENA (Cuttack) : Sir, I am on a point of order. (Interruptions)

MR. DEPUTY-SPEAKER : Shri Srikanta Jena, it will become a general discussion. I will tell you one thing. Please excuse me

(Interruptions)

SHRI SRIKANTA JENA This is not a general discussion.

MR. DEPUTY-SPEAKER My request is that there are other Members to speak

(Interruptions)

SHRI SRIKANTA JENA . This concerns Parliament. We have to discuss it....(Interruptions)

SHRI RABI RAY : Mr. Deputy-Speaker, Sir, it cannot be postponed. It is a very urgent issue. I am not raising anything else... (Interruptions)

MR. DEPUTY-SPEAKER : So far as Zero Hour is concerned, there is no point of order....(Interruptions)

SHRI RABI RAY : How can we go all over Europe and America and make such a statement?

SHRI SRIKANTA JENA : Sir, this is a question of propriety....(Interruptions)

MR. DEPUTY-SPEAKER : Shri Rabi Ray Ji, if you feel he is violating the Constitutional provisions, there is a specific provision. You should take recourse to that specific provision and haul up the Minister.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : We can do that. But now we can discuss it... (Interruptions)

SHRI SRIKANTA JENA : Sir, when the House is in Session, no Minister can make any statement outside the House. The House should be taken into confidence first. If at all the Finance Minister and the Union Government take a position about privatisation of Insurance sector, why has the Finance Minister not taken the House into confidence? This is a question of propriety.

You should give a ruling in this matter. You should ask the Finance Minister to come to the House and apologise before the House.

MR. DEPUTY-SPEAKER : There is a specific provision. Under the specific provision, you can haul up the Minister. You can call the Minister.

SHRI SRIKANTA JENA : This is concerning everybody, the entire House. How could the Finance Minister go to Washington when the House was in Session? If at all he went there, why did he not take the House into confidence about this first and he make such a statement? This is really very serious. You should ask the Finance Minister to come before the House and he should tender an apology to the House.

(Translation)

SHRI GEORGE FERNANDES (Muzaffarpur) : Mr. Deputy Speaker, Sir, such issues are being raised here for a long time and the permission sought by me is for an issue which is also related to it. Four days back the American trade representative Shri Micky Carter has presented the annual report on America's trade relations with other countries. It has been categorically stated in the report that India has not passed the Patent law so far. Referring to Indian Parliament it has also been said that the Parliament of India has denied to accept the patent law. Therefore, they will have to impose special 301 on India.

We have been talking about the sovereignty of this country in this august House for the last four years. Many took it as a fun. including the hon. Prime Minister there is hardly any hon. Member in the treasury benches who did not make a fun of this issue. Today a party official of America dares to State regarding the patent law. He has said that-

[English]

"I look forward to expect continued progress by all countries in meeting our concerns".

[Translation]

It implies that America expects and demands that all countries should act to meet the concerns of America. Thus they have led the country to such a situation. If the hon. Minister of Finance does something to insult the Parliament on his visit to America it can be considered a small thing but the situation has worsened much more. The problem has aggravated more than this.

Mr. Deputy Speaker, Sir, they have chosen such an opportunity that SAARC meeting is going to be held and they have always been in the practise of choosing such occasion to give threat warnings to us. Therefore, through you I would like to say one thing in this august House that in order to meet their concerns the Multi-National Companies, want India to implement all these things under the new economic policy. For this America can put our country into trouble to any extent. I, therefore, submit that barring few selected persons and parties all are welcoming the Multi-National Companies. They are saying that wherever the MNCS desire to come they will be accorded red carpet welcome. Therefore, we should understand it as to where will America lead our country. This can be understood from one sentence of Micky Carter.

Mr. Deputy Speaker, Sir, America waged a war against Iraq-Today America is bent upon starving Iraq. A declaration made by Clinton has appeared in newspapers of the country today. Iran has been served a notice. Not only a notice, but also an order has been issued that from today America will treat Iran in the manner it has been treating Iraq for long. People often say that our country is very vast. Therefore, the treatment likely to be meted out to Iran or meted out to Iraq will not be meted out to our country.

My submission is that we should never be under any such impression regarding America.

Mr. Deputy Speaker, Sir, I do not want to comment on this issue any more. But through you I would like to request the august House that the announcement made in America that failure of the Indian Parliament to accept patent law will entail the imposition of Super 301 or special 301 on the country, should be condemned

unanimously. Here we must caution America that we are ready to compromise on any other issue but we can never compromise on the sovereignty of our country. This message should be communicated from here.

[English]

SHRI JASWANT SINGH (Chittorgarh) : I wish to point out here that this can be very easily resolvable. I am not going into the aspect that my hon. good friend Shri Fernandes has gone. The issue raised by Shri Rabi Rayji is very clear. With your permission, I just like to read it out. From this follows, a course of action. This is from the book of Kaul and Shakdhar, on page 362. It says :

"It has also been held that policy statements should first be made on the floor of the House when the House is in session."

In this case, it is in session. What the hon. the Finance Minister has made is a policy statement. So there are two criteria. Is it a policy statement? Yes, it is a policy statement. Is the House in session? Yes, the House is in session.

Then it says:

"...before releasing them to the press or the public"

In this case, the hon. the Finance Minister has reported it in Washington. We have only the newspaper account on which to go. In this case, "before releasing them to the press or the public", both things have happened. We have come across a press statement and those press statements could not be given about if he had not made a public statement. Unless I read it out in all fairness to the Government and to the hon. the Finance Minister, it will not be correct. It says:

"The Ministers cannot be prohibited from making statements outside the House if such statements are not contrary to the declared policy of the Government."

Is there no declared policy of the Government in respect to the Malhotra Committee findings? Indeed, about the Malhotra Committee, the Government has itself stood up here and said that we are yet to take a decision. So far as the Malhotra Committee is concerned, Sir, the Government is yet to take a decision. So far as any other aspect of the insurance sector is concerned, the Government is yet to announce the policy. When the hon. Finance Minister makes a policy statement he is violating the precedents of Speaker's ruling on this subject because he is making the policy statement when the House is in session; he is making it outside the premises of the House; and he is making it about a matter that is not yet a declared policy of the Government, Sir.

The Speaker, Sir, has however, in this said precedent, observed that where a statement is made outside the House even clarifying the policy already enunciated, the Minister should also make a statement about it in the House at the earliest opportunity. This is not a clarification, Sir. This is a pronouncement of the new policy initiative and therefore, it would be our expectation that as a courtesy to the Parliament, should any Minister of the Government make a policy statement, he or she must be mindful of the propriety of this House. If we point out this type of lacunae on the part of the Government, it is not the personal lacunae that we are pointing out. If we, the Opposition, do not do so this Government would ride roughshod over us everyday. The Government should, therefore, explain and apologise to this House how they had made a policy statement outside the House when the House is in Session and this is the new policy that has not been enunciated earlier. (Interruptions)

SHRI P.G. NARAYANAN (Gobichettipalayam) : I also join others in condemning the Government on this issue. The policy statement should be made only on the floor of the House... (Interruptions)

MR DEPUTY-SPEAKER . But the hon. Minister is there...

(Interruptions)

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH) · I would like to state categorically that I have made no statement on the insurance policies outside this House. If you are referring to my visits to the United States I have stated exactly what I stated in my Budget speech, nothing beyond that.

[Translation]

PROF. PREM DHUMAL (Hamirpur) Mr Deputy Speaker, Sir, I would like to draw the attention of the Government to a very important issue of northern India .. (Interruptions)

[English]

MR. DEPUTY SPEAKER : My request is if you all cut short, many people can participate..

(Interruptions)

MR. DEPUTY SPEAKER : That is a request. Be gracious to accept my request. Do not be reluctant.

[Translation]

Will it not be better if you speak in the last?

PROF. PREM DHUMAL : Mr. Deputy Speaker, Sir, I would like to draw the attention of the Government to a grave crisis cropped up in northern India. Petroleum products like petrol, diesel, LPG and Kerosene are not available there. There is a mile long queue of tractors

of farmers and buses waiting for fuel. Consequently, fruits, vegetables and flowers are rotting there and the Union Government is not paying any attention thereto.

At present harvesting season is there. The work of sowing, thrashing and reaping has come to a grinding halt there. The hon. Minister of Agriculture is sitting here. Questions regarding this have been asked earlier also. The farmers are compelled to sell their agricultural products which have already been reaped at throwaway prices. The shortage of diesel is affecting normal life also. In Himachal Pradesh tourism has been adversely affected due to it. Those passengers who have gone there are not getting fuel. The fuel they manage to get some there is mixed with water. The blackmarketing is rampant there. I would like to request the hon. Minister of Agriculture to talk with the hon. Minister of Petroleum and explain why petroleum products run short during the harvesting season... (Interruptions) What are the reasons for shortage? For farmers... (Interruptions)

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : Mr. Deputy Speaker, Sir, for the last 10 years... (Interruptions) The passengers in my area wait in queue on the roadside miles together .. (Interruptions)

[English]

MR. DEPUTY-SPEAKER : My request is Prof Dhimal has told the difficulties where the Himachal Pradesh is facing.

(Interruptions)

MR. DEPUTY SPEAKER : Would you not like to allow other friends also to participate in the debate?

[Translation]

PROF. PREM DHUMAL : The most of the Heads of the States of SAARC countries are going to Shimla. The Government says that petrol is not available there. If petrol is not available, how they will make their journeys?... (Interruptions)

[English]

MR. DEPUTY SPEAKER : So you have brought it to the notice of the Central Government to supply petrol and diesel. Now I call out the name of Shri Rajendra Agnihotri. Kindly resume your seats. Let us also observe discipline in the House.

(Interruptions)

MR. DEPUTY SPEAKER : Then you send a notice on your own and take an opportunity. You cannot convert it into a general discussion. You have brought it to the notice of the Minister and he will take note of it.

(Interruptions)

MR. DEPUTY SPEAKER : It does not go on record. If Shri Rajendra Agnihotri is not speaking, then I will call out the name of Shri Dwaraka Nath Das and then Shri Ram Nalk. Why don't you participate in the debates, Shri Rajendra Agnihotri and Shri Dwaraka Nath Das?

(Interruptions)

MR. DEPUTY SPEAKER : Should this be the way how we have to carry on the proceedings of the House? When you are given a chance you have to speak. Otherwise you should sit down. Kindly resume your seats.

(Interruptions)

MR. DEPUTY SPEAKER : No, I do not tolerate this. I am very sorry.

(Interruptions)

MR. DEPUTY SPEAKER : Nothing will go on record. It will not go on record.

(Interruptions)*

MR. DEPUTY SPEAKER : You have a talk with the Minister of Petroleum if you have got difficulties in your constituency or in your district. Or else you send a notice. Why do you not send a notice? Then you can have an opportunity. You cannot convert it into a general discussion. It is impossible. You have noticed that on very important matters, only the Members who have given notice are permitted to raise them. Though it is very important, others also are very anxious to participate in it, they are not permitted.

(Interruptions)

MR. DEPUTY SPEAKER : This is not the way. I am very sorry. I now call out the name of Shri Agnihotri.

(Interruptions)

MR. DEPUTY SPEAKER : Prof. Dhumal, you cannot expect any reply in Zero Hour. Zero Hour is meant to bring matters to the notice of the Ministers concerned. You cannot expect any reply.

(Interruptions)

MR. DEPUTY SPEAKER : Today is not the last day. You send a notice for tomorrow and you take an opportunity.

(Interruptions)

MR. DEPUTY SPEAKER : Nothing will go on record.

(Interruptions)*

MR. DEPUTY SPEAKER : You are the Whip. Why do you not address your friends? This is not fair. This is very very unfair.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Our request is that the Government should be directed to make a statement on this. The situation

* Not Recorded.

is really very bad. It is a famine situation. So, I request the Government to make a statement.

MR. DEPUTY SPEAKER : Okay. He has made a very good suggestion. Now Shri Agnihotri.

MR. DEPUTY-SPEAKER : The concerned Minister is not here.

[Translations]

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : Both you and we are concerned with it. I would talk to the hon. Minister of Petroleum. There is nothing to be worried about so much. Your point is right.

[English]

MR. DEPUTY-SPEAKER : I have called Mr Agnihotri first. Mr. Das, kindly take your seat.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Sir, the hon. Minister has said that he will make arrangements; that he will bring it to the notice of the concerned Minister.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Mr. Deputy Speaker, Sir, through you I would like to raise an issue in the august House that the agents of the Department of Petroleum are selling LPG cylinders to the consumers in various towns of Uttar Pradesh at the rate of Rs. 300 per cylinder whereas its actual price there is Rs. 105 only. The Government of India has made provision that home-delivery of cylinders will be made to the consumers but this is not being done today. Therefore, the consumers are facing severe crisis and getting cylinders on the payment of Rs. 300 each. At present the law and order situation is in Shambles there and consumers are getting cylinders for Rs. 300 each in Jhansi and Lalitpur. This has caused a great problem for the consumers.

[English]

MR. DEPUTY-SPEAKER : I am calling according to the list. My request is already I have made it very clear that if two or three persons were to take more time, others are denied the opportunity. They cannot ventilate their grievances. I have been repeatedly requesting hon. Members to bear it in mind. Accommodate your own brothers.

[Translation]

SHRI RAJENDRA AGNIHOTRI : Mr. Deputy Speaker, Sir, through you I would like to demand that the chair should give a ruling and instruct the Government of India to set right the system at Jhansi and Lalitpur where LPG cylinder is available on the payment of Rs.300 in place of Rs. 105 for each cylinder.

It is very difficult to get cylinders there. All the consumers are very worried. You may please instruct the Government in this regard...*(Interruptions)*

[English]

MR. DEPUTY-SPEAKER : There is going to be no reply. It is only to bring it to the notice of the Government. That is all.

(Interruptions)

SHRI LOKANATH CHOUDHURY (Jagatsinghpur) : How are the names listed and prioritized? ...*(Interruptions)*

MR. DEPUTY-SPEAKER : Now, please cut short. Mr. Agnihotri, can you not understand what I say?

(Interruptions)

MR. DEPUTY-SPEAKER : Now, I have called Mr. Dwaraka Nath Das according to the list. Mr. Das, you kindly come to the front and speak here because your voice is very feeble and it may not be heard in this House.

SHRI DWARAKA NATH DAS (Karimganj) : Sir, in Assam, 12.49 per cent of Scheduled Caste people and 13.10 per cent of Scheduled Tribe people are landless. They are living below the subsistence level.

Previously, the Scheduled Tribe people used to do their Jhum cultivation. At present, the same is prohibited because of dwindling of forest cover in the country. So, at present, they have become totally landless.

On the other hand, the Scheduled Caste people are forced to sell their small land holdings because of uncertainty of their professional earnings. They have to sell their own lands. In Assam, it is said that they are being rehabilitated in a phased manner...*(Interruptions)*

MR. DEPUTY-SPEAKER : Mr. Das, you have told the problem. You have also told the relief. Now, Shri Ram Naik please.

SHRI DWARKA NATH DAS : Sir, I ask the Government of India to look into the matter so that the landless Scheduled Caste and Scheduled Tribe people are rehabilitated very soon. Thank you*(Interruptions)*

MR. DEPUTY-SPEAKER : There are the names given. Things would go in accordance with the names.

[Translation]

SHRI RAM NAIK (Bombay North) : Mr. Deputy Speaker, Sir, about 70 lakh fishermen of Maharashtra, Kerala, Tamilnadu, West Bengal and the coastal States of the country are compelled to face a big problem. On account of it all the fishermen are taking part in agitation. A question in this respect was also raised during last session. The foreign trawlers are coming in our deep sea, therefore the fishermen of the country are not

finding fish there. Therefore, their licences should be cancelled though the Government have assured that their would be cancelled yet till date their licensees have not licences been cancelled. Therefore, the 70 lakh fishermen throughout the country have launched an agitation. The Chief of the action committee, Thomas Kochri has started his indefinite hunger strike since 2nd may at Porbandar, the birth Place of Gandhiji. The fishermen in Delhi and in all the State capitals have again launched an agitation. The Government had also set up a committee but it is not doing anything. We had said here that the MPs should also be asked to discuss about their problema but that committee did not discuss with us. Therefore, the fishermen are full of resentment and they are taking part in agitation seriously.

I urge upon the Government that the action committee, which has started agitation should be called on here for a discussion. If it is not done, the problem will become more serious and it will be injustice with the fishermen of the country. I would like to know the Government's stand on it, from the hon. Minister. The Hon. Minster should putforth all the details about the Government's stand on it...*(Interruptions)*

SH. P.G. NARAYANAN : Sir, this is a very serious matter...*(Interruptions)*

MR. DEPUTY-SPEAKER : Shri Narayanan, every matter is a very serious matter; every matter is of very great importance; really every hon. Member wants to put forth the view; unfortunately, the time at our disposal is very short Shri Lokanath Choudhury please

(Interruptions)

SHRI LOKANATH CHOUDHURY : Mr. Deputy Speaker, Sir, I want to raise the same point which my colleague Shri Ram Naik has raised...*(Interruptions)*

MR. DEPUTY-SPEAKER : Shri Roy, the names of the Members are listed here. I do not look to right or left; I just look at the names here and I call them. I wanted to show it to Professor also. So, you need not have any doubt about it.

(Interruptions)

SHRI LOKANATH CHOUDHURY : Sir, when the Government issued licences to the joint ventures, there was a big protest throughout the country. At that time, the Government said that they have appointed a Committee of Experts and that they would not further issue the licences. Then, it was not known that they have issued licences to 800 joint ventures. As a result of this, the whole cache has been affected and our fishermen are starving. Now, they have gone on an indefinite fast or hunger strike at Jantar Mantar. Today, they are having dharna also. This is a serious problem. The point is that if the Government thinks that the policy referred to the Expert Committee - whatever be the

necessity of carrying out the same decision - is right and if they do not want to cancel it, that means, the Government has the intention to continue with their policy. If the Government has good intentions, along with the decision, they should also have cancelled the licence that has been issued. This is a double-phased policy. The very action of the Government has created suspicion among fishermen about the Government's honesty in giving them relief. Therefore, we demand that the Government should take a straight forward policy keeping the interests of the fishermen in mind and not handing over the fisheries of this country to the foreigners...*(Interruptions)*

[Translation]

SHRI D. J. TANDEL (Daman and Diu) : Mr. Deputy Speaker, Sir, the fisherman from every nook and corner of our country are sitting on a dharna at Porbander the birth place of Gandhiji. We have got their message that they will not disperse unless some action is taken. All fishermen are starving today. The State Minister, who hails from Lakshdeep is also a fisherman. You are very well aware of the condition of the fishermen. We had met the hon. Minister last year also in this regard. The Food Processing Ministry had assured that their problem would be solved at the earliest but nothing has been done till date. My submission is that the licences, which were issued earlier should be cancelled immediately and justice should be done with the poor fishermen. If justice is not done with them then the fishermen are likely to stage a dharna before the Hon. Prime Minister's House. The hon. Agriculture Minister is present here. I would like that Jakhar Sahib should say something in this regard, since the subject of fishermen come under his Ministry. It will be good, if he speaks something in this regard. He is our hon. Minister.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I have a matter of great national importance to bring forth to the notice of the House as well as the Government.

Sir, almost four years have passed since the assassination of late Prime Minister Shri Rajiv Gandhi took place. Now, it is true that the prime and the real accused behind the assassination are still at large and could not be apprehended till now. In today's papers, we have seen the official statement given by the President of Sri Lanka, Shrimati Kumaratunga that Mr. Prabhakaran, the Chief of LTTE is the prime accused and the Government has named him as the accused in the case of the assassination and the cold-blooded murder of Rajivji. Now, I would like to bring forth that this is a matter to be taken very seriously because the Government of that country itself has come with that view which was not given so far. So, I would urge upon the Government to take this matter very seriously and

divulge to this House as to whether a case of extradition is there or not. This is a matter which the House and the country would like to know.

MR. DEPUTY-SPEAKER : Mr. Amal Datta.

SHRI AMAL DATTA (Diamond Harbour) : I get a chance to speak here very rarely. I do not know what is the system whether my name is there or not.

MR. DEPUTY-SPEAKER : Your name is there. That is why, I called you. Otherwise, I would not have wished myself for this bitter criticism.

SHRI AMAL DATTA : There should be some system to know as to whether my name is there or not.

I raise a matter which is of vital importance. It concerns the Health Department of the Government of India, how it works negligently and callously. Recently, the Atomic Energy Regulation Board had to issue a ban on radiotherapy treatment in Lok Nayak Jayaprakash Hospital which is a very large hospital of Delhi and a lot of people come there for treatment. The reason for the ban is that they have violated the radiation protection rules and Atomic Energy Act and such violation was going on for more than two years. They do not have a radiology safety officer from December 1992 when the last officer had no calibrated radiation measuring equipments for the last few years. Now, all these are for the protection of both the patients who get radiotherapy treatment there as well as for those who work with the machines. The workers who are working with the machines day in and day out are exposed more and if there is a slight leak of radiation, they will invariably have some disease much later on but that disease will not be visible for some years and then, it may lead to even cancer. Now, Sir, this shows not only the negligence and callousness of the LNJP Hospital authorities but also the Health Department of the Government. They have not taken the slightest step to see that proper personnel officers are there and that the instruments are calibrated without which nobody can measure radiation. This does not cost a great deal of money. We always hear from the Government that there is no money and that they are helpless. This does not cost much money but they did not do it. Moreover, it is also a funny thing that the complainant, the body which has found it out and banned, should also be hauled up because it is their duty to detect it and then draw the attention of the Government to this matter and stop this illegal activity which is hazardous to the people working with such instruments.

Sir, they have also taken more than two to three years to detect this and in the meantime hundred and even thousands of people have got exposed to radiation which would harm them after some years.

Sir, attention is being drawn not only of the LNJP authorities but also of the Health Ministry and the

Department of Atomic energy because this Atomic Energy Regulatory Board is under them. Let all those people who have been callous and negligent come out with a statement as to what they are going to do in future not only about this in particular but also in general about this kind of things in all the hospitals.

MR. DEPUTY-SPEAKER : Next speaker is Shri Ram Vilas Paswan. We have got five minutes. Four more Members have given notice. It is up to us to accommodate them. Literally it comes to 1 O'clock and the Zero Hour comes to an end.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, I will conclude within two minutes. First of all, my submission through you is that the problems of the Scheduled Caste are very complicated. The person who is in the list of Scheduled Caste in a State, when he shifts to another State, he is not given the status of a Scheduled Caste. Therefore, my foremost submission to the Government is that the one who belongs to Scheduled Caste should be given the status of Scheduled Caste when he shifts to any part of the country.

Sir, my second question is about the Dalit Christians I had made a submission to you that their problem is serious. Those who adopted Sikhism and Budhism from the Scheduled Caste have been given the reservation but the problem of the Dalit Christians is a major one, specially in the Southern States. They have been continuously demanding and the people are sitting thereon indefinite hunger strike. People from each party go there and assure them but even then the Government is not thinking over it seriously. This matter is concerned with the Home Ministry and the hon. Minister of Parliamentary Affairs is present here. I urge upon the Government that the Dalit Christians should also be given the status of the Scheduled Caste so that they can make progress socially, economically and educationally. This is the only issue which I wanted to bring in your notice.

[English]

*SHRI HARADHAN ROY (Asansol) : Hon'ble Deputy Speaker, Sir, I am going to speak in Bengali. In my constituency, there are many coal mines of the Government of India. Even though they have their own Security Force, CISF men have been deployed in these mines. Unfortunately, the CRPF instead of protecting the Company property have been terrorizing the inhabitants of the area. They have been indulging in looting the property, lathi charging and misbehaving with women folk. On 28th last of this month, at about

* Translation of the speech originally delivered in Bengali.

8.30 in the night, they were driving two buses on the small pedestrian road from the village of Dahuka to Haripur colliery under padaveswar P.S. They were driving with great speed on the road which was not a public or a metal road. Since they were driving very fast, it was risky and dangerous for the inhabitants. So the people asked them to take some other road and not to drive on that narrow path. But they did not listen to their plea and started misbehaving. The Pradhan was sent for. Even while the talk continued, they started beating indiscriminately the Pradhan and the people.

MR. DEPUTY SPEAKER : Mr. Haradhan Roy, you are speaking in Bengali. Have you given notice or spoken to and informed the Translator?

*SHRI HARADHAN ROY : No, Sir. Is there no translation in English?

MR. DEPUTY SPEAKER : Then speak the rest in English.

*SHRI HARADHAN ROY : No Sir. The translation is coming.

MR. DEPUTY SPEAKER : Yes, Now it seems the translation in English is coming. Please continue

*SHRI HARADHAN ROY : Thank you, Sir. The CISF started beating and manhandling the people. Information was sent to the Police Station. After receiving the information, the Police arrived and started shifting the injured to the Hospital. The CISF men left after half an hour that is 9 O'clock and returned at about 11 O'clock in two buses and five jeeps. So, Sir, they indulged in beating again the people indiscriminately for half an hour. More than 10 people were injured. It is only after the area MLA Shri Lakhan Bagdi's arrival that peace was restored after negotiation. But it is a matter of regret that this type of incidence is recurring almost daily. Sir, I urge upon the Government to take stern action against these unruly people and demand that the CISF must be called back immediately so that peace prevails in the area. Before concluding, I thank you for giving me an opportunity to speak.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) : Mr. Deputy Speaker, Sir, I would like to draw the attention of the Government through you towards an important issue of public interest. Due to the negligence of the Central Government, 710 MW, Koyalkaro hydro electricity project in Bihar has been lying pending for the last 16 years, while it can play a vital role in the all round development of this tribal area.

13.00 hrs.

The initial cost of this project was Rs. 110 crore and it was handed over in 1978 by the Government of Bihar to the Central Government. At that time there was

* Translation of the speech originally delivered in Bengali.

the problem of rehabilitation and the land could not be acquired but now the court and the Government of Bihar have reached a decision and everything has been settled down. Now the Central Government has handed it over to the National Electricity Corporation after sanctioning its revised cost of rupees 1338 crore. Out of it Rupees 10 crore was given for acquiring land in 1993 which was taken back in 1994. During 1993-94, rupees 20 crore was earmarked for the acquisition of land but today this amount is not available and on account of it the work of land acquisition is lying pending still. I have met the Minister of Energy of Bihar and the hon. Prime Minister also and have submitted that the Government is delaying it knowingly. It will generate 710 MW electricity. I urge upon the Government through you that the Government should take up this issue seriously. This project has been lying pending for 16 years.

[English]

MR. DEPUTY SPEAKER : Two more Members, Shri Chetan Chauhan and Shri Ramashray Prasad Singh, are to speak. Please do not deny them the opportunity to speak. Kindly resume your seats.

(Interruptions)

MR. DEPUTY SPEAKER : It is already one o' clock. We will now take up the next item on the Agenda—Papers to be laid on the Table.

13.02 hrs.

[English]

PAPERS LAID ON THE TABLE

Railway Passengers (Cancellation of Tickets and Refund of Fares) Amendment Rules, 1995

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : I beg to lay on the Table a copy of the Railway Passengers (Cancellation of Tickets and Refund of Fares) Amendment Rules, 1995 (Hindi and English versions) published in Notification No. G.S.R. 295(E) in Gazette of India dated the 29th March, 1995, under section 199 of the Railways Act, 1989.

[Placed in Library. See No. LT-7461/95]

Notifications under Essential Commodities Act, 1955

THE MINISTER OF FOOD (SHRI AJIT SINGH) : I beg to lay on the Table :

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955

- (i) S.O. 214(E) published in Gazette of India dated the 21st March, 1995 rescinding the Gur (Control) Order, 1994.
- (ii) The Sugar (Price Determination for 1994-95 Production) Amendment Order, 1995 published in Notification No. G.S.R. 271(E)/Ess. Com./Sugar in Gazette of India dated the 16th March, 1995.
- (iii) G.S.R. 274(E)/Ess. Com./Sugar published in Gazette of India dated the 20th March, 1995 making certain amendments with effect from the 1st April, 1995, in the earlier Order published in Notification No. G.S.R. 442(E)/Ess. Com./Sugar dated the 9th May, 1994.
- (iv) G.S.R. 338(E) published in Gazette of India dated the 7th April, 1995 directing that no recognised dealer shall hold any stock of vacuum pan sugar or Khandsari for a period exceeding fifteen days from the date of receipt of such stock.

[Placed in Library. See No. LT-7462/95]

Annual Report and Review of the Working on Padmaja Naidu Himalayan Zoological Park, Darjeeling for 1992-93 and Statement Showing Reasons for Delay in Laying These Papers.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : On behalf of Shri Kamal Nath, I beg to lay on the Table :

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Padmaja Naidu Himalayan Zoological Park, Darjeeling for the year 1992-93, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Padmaja Naidu Himalayan Zoological Park, Darjeeling, for the year 1992-93.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (i) above.

[Placed in Library See. No. LT-7463/95]

Annual Report, Annual Accounts and Review on the working of National Federation of Urban Cooperative Banks and Credit Societies, New Delhi for 1993-94 and Statement showing reasons for delay in laying these papers.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) : I beg to lay on the Table :

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National

Federation of Urban Cooperative Banks and Credit Societies Limited.
New Delhi, for the year 1993-94.

(II) A copy of the Annual Accounts (Hindi and English versions) of the National Federation of Urban Cooperative Banks and Credit Societies Limited, New Delhi for the year 1993-94, together with Audit Report thereon.

(III) A copy of the Review (Hindi and English versions) by the Government of the working of the National Federation of Urban Cooperative Banks and Credit Societies Limited, New Delhi, for the year 1993-94.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (I) above.

[Placed in Library See. No. LT 7464/95]

Annual Accounts and Review of the Audited Accounts of Rashtriya Sanskrit Sansthan, New Delhi for 1993-94 and Statement showing reasons for delay in laying these papers etc.

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) : I beg to lay on the Table :

(1) (I) A copy of the Annual Accounts (Hindi and English versions) of the Rashtriya Sanskrit Sansthan, New Delhi, for the year 1993-94, together with Audit Report thereon.

(II) Statement (Hindi and English versions) regarding review by the Government of the Audited Accounts of the Rashtriya Sanskrit Sansthan, New Delhi, for the year 1993-94.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library-See. No. LT-7465/95]

(3) (I) A copy of the Annual Report (Hindi and English) versions) of the Indian Council of Social Science Research, New Delhi, for the year 1993-94. alongwith Audited Accounts.

(II) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Council of Social Science Research, New Delhi, for the year 1993-94.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library See No. LT-7466/95]

(5) (I) A copy of the Annual Report (Hindi and English versions) of the Sahitya Akademi, New Delhi, for the year 1993-94. alongwith Audited Accounts.

(II) A copy of the Review (Hindi and English versions) by the Government of the working of the Sahitya Akademi, New Delhi, for the year 1993-94.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See. No. LT-7467/95]

13.01½ hrs.

[English]

MESSAGE FROM THE PRESIDENT

MR. DEPUTY-SPEAKER : I have to inform that House that the hon. Speaker has received the following message dated the 1st May, 1995 from the President :

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on the 13th February, 1995."

13.03 hrs.

[English]

MESSAGES FROM RAJYA SABHA

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :

"I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Tuesday, the 28th March, 1995, adopted the following motion in regard to the Committee on Public Accounts:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven members from Rajya Sabha to associate with the Committee on Public Accounts of the Lok Sabha for the term ending on the 30th April,

1996 and do proceed to elect in such manner as the Chairman may direct, seven members from among the members of the House to serve on the said Committee."

I am further to inform the Lok Sabha that in pursuance of the above motion, the following members of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Triloki Nath Chaturvedi
2. Shri Misa R. Ganesan
3. Shri Rakeshwar Barik
4. Shri G.G. Swell
5. Shri Ajit P.K. Jogi
6. Shri Rajubhai A. Parmar
7. Shrimati Chandrika Abhinandan Jain'

I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Tuesday, the 28th March, 1995, adopted the following motion in regard to the Committee on Public Undertakings :

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven members from Rajya Sabha to associate with the Committee on Public Undertakings of the Lok Sabha for the term ending on the 30th April, 1996, and do proceed to elect in such manner as the Chairman may direct, seven members from among the members of the House to serve on the said Committee."

I am further to inform the Lok Sabha that in pursuance of the above motion, the following members of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Krishan Lal Sharma
2. Shri Jagash Desai
3. Shri Sureah Pachouri
4. Shri Vayalar Ravi
5. Shri Sanjay Dalmia
6. Shrimati Kamla Sinha
7. Shri Dipankar Mukherjee.

I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Tuesday, the 28th March, 1995, adopted the following motion in regard to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes :

"That this House resolves that the Rajya Sabha do join the Committee of both the Houses on the Welfare of Scheduled Castes and Scheduled Tribes for the term ending on

the 30th April, 1996, and do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, ten members from among the members of the House to serve on the said Committee."

I am further to inform the Lok Sabha that in pursuance of the above motion, the following members of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Kameshwar Paswan
2. Shri Sangh Priya Gautam
3. Shri Hiralal
4. Shri V. Narayanaam
5. Shri S.S. Surjewala
6. Shri Satya Prakash Malaviya
7. Shri Jalaludin Ansari
8. Shri G. Swaminathan
9. Shri Anil Kumar
10. Miss Mayawati

13.04 hrs.

[English]

STANDING COMMITTEE ON PETROLEUM AND CHEMICALS

Seventeenth, Eighteenth, Nineteenth Reports and Minutes

SHRI SRIBALLAV PANIGRAHI (Deogarh) : I beg to present the following Reports and Minutes (Hindi and English versions) of the Standing Committee on Petroleum and Chemicals :

- (1) Seventeenth Report on 'Demands for Grants (1995-96)' of the Ministry of Petroleum and Natural Gas and Minutes of the sittings of the Committee relating thereto.
- (2) Eighteenth Report on 'Demands for Grants (1995-96)' of the Ministry of Chemicals and Fertilizers (Department of Fertilizers) and Minutes of the sittings of the Committee relating thereto.
- (3) Nineteenth Report on 'Demands for Grants (1995-96)' of the Ministry of Chemicals and Fertilizers (Department of Chemicals and Petro-chemicals) and Minutes of the sittings of the Committee relating thereto.

13.04½ hrs.

[English]

BUSINESS ADVISORY COMMITTEE

Forty-Ninth Report

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA) I beg to move

"That this House do agree with the Forty-ninth Report of the Business Advisory Committee presented to the House on the 28th April, 1995"

MR DEPUTY-SPEAKER The question is

"That this House do agree with the Forty-ninth Report of the Business Advisory Committee presented to the House on the 28th April, 1995"

The motion was adopted

13.05 hrs.

[English]

TECHNOLOGY DEVELOPMENT BOARD BILL*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M V CHANDRASHEKHARA MURTHY) Sir I beg to move for leave to introduce a Bill to provide for the constitution of a Board for payment of equity capital or any other financial assistance to industrial concerns attempting commercial application of indigenous technology or adopting imported technology to wider domestic applications and for matters connected therewith or incidental thereto

MR DEPUTY-SPEAKER The question is

'That leave be granted to introduce a Bill to provide for the constitution of a Board for payment of equity capital or any other financial assistance to industrial concerns attempting commercial application of indigenous technology or adopting imported technology to wider domestic applications and for matters connected therewith or incidental thereto'

The motion was adopted

SHRI M V CHANDRASHEKHARA MURTHY introduce the Bill

* Published in Gazette of India Extra-ordinary, Part-II, Section 2 dated 25/95

[English]

RESEARCH AND DEVELOPMENT CESS · (AMENDMENT) BILL*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M V CHANDRASHEKHARA MURTHY) Sir, I beg to move for leave to introduce a Bill to amend the Research and Development Cess Act, 1986.

MR DEPUTY-SPEAKER The question is

"That leave be granted to introduce a Bill to amend the Research and Development Cess Act, 1986"

The motion was adopted

SHRI M V CHANDRASHEKHARA MURTHY introduce the Bill

13.06 hrs.

[English]

MATTERS UNDER RULE 377

(i) Need for Early Reimbursement of Backward Area Industrial Subsidies to the Government of Arunachal Pradesh

SHRI LAETA UMBREY (Arunachal East) Mr Deputy Speaker, Sir, the industries of the most backward State of Arunachal Pradesh which were set up long before the economic liberalisation, are facing acute financial problems due to non-payment of transport and other backward area subsidies instead of new industries being set up to avail the economic package announced by the Government, many small scale units have been closed down. As per the directive of the Central Government, the State Government paid a sum of Rs 3,20,00,639/- to the industries through Arunachal Pradesh Industrial Development and Financial Corporation with its limited resources. The issue regarding early reimbursement has been raised in the House and at many other forums. But only an amount of Rs 67,86,653/- was reimbursed last year. If remedial measures are not taken urgently with proper subsidies and concessions to the backward States, economic imbalance will make peace-loving people unrest. Therefore, I urge the Government to reimburse the balance amount at the earliest and continue the subsidy system at least for another ten years for the North Eastern region

(ii) Need to lift the ban on setting up of industries in Dahanu Taluka, Thane district, Maharashtra.

[Translation]

SHRI RAM NAIK (Bombay North) Dahanu Taluka in Thane district of Maharashtra has been declared as

* Published in Gazette of India, Extra-ordinary, Part-II Section 2 dated 25/95

"ecologically fragile area" by the Ministry of Environment and Forest vide its Notification dated 8th February, 1991 and not only in Dahanu Taluka only but a ban has been imposed in the 25 km. area surrounding Dahanu Taluka on setting up of any industry.; It is really surprising that this ban has been imposed after giving clearance to a big Thermal Power Plant of 500MW at Dahanu which will consume 1250 tonne coal daily. There is Tarapur Atomic Power Plant at Palghar Taluka which is a big industrial area of Maharashtra Industrial Development Corporation and consists of several units of industries in the private sector. There are about 600 industrial units in this area and most of them are situated in tribal areas like Talasari, Jawhat, Vada and Palghar.

Not only industries but local people are also facing great difficulties due to this ban because their employment opportunities have been curtailed. Many Gram Panchayats, Taluka Panchayats, MLAs, MPs and industrial organisations of this area have submitted their representations to the State Government to help them in lifting the ban. After pondering over pros and cons of this ban, the State Government forwarded it to the Central Government for reconsideration and lifting the ban. Then Central Government agreed to the proposal of reconsideration and constituted a 9 member committee to review the ban and asked it to make its recommendations by 31st January 1995.

Three months have passed but so far the Central Government has not made any announcement about the decision taken in this regard. People of this area have a feeling of resentment on this issue. Therefore, I request the Minister of Environment and Forest to take a positive decision on it without any further delay.

(III) Need to Allocate Necessary Funds to the Government of West Bengal for Completion of Link Road Connecting NH 34 AT Gazole In Malda District of West Bengal

[English]

SHRI SUBRATA MUKHERJEE (Raiganj) : There is a long-standing proposal of Department of Surface Transport, Government of India to connect NH-31 in Purnea district of Bihar to NH-34 at Gazole in Malda district of West Bengal. Kora, a place near Purnea was selected as the junction place of the connecting road at NH-31. Similarly, Gazole in Malda district was selected as the junction place of the same connection road with NH-34.

For same purpose, necessary fund was allocated to Bihar Government for the construction of the aforesaid connecting road covering 23 km. from Kora in Purnea district to Paranpur in Katihar district, both in Bihar. But surprisingly funds have not been allocated till now to

Government of West Bengal for the construction of the remaining part of the proposed road from Paranpur to Harishchandrapur covering only 11 km. in length. After Harishchandrapur to the rest of the part is State Highway may require some widening only.

I urge upon the Central Government to allocate necessary funds to the State Government for the completion of the above-mentioned connecting road at the earliest. Moreover, my specific suggestion is to make the junction place of the said connecting road with NH-34 at Itahar in the district of Uttar Dinajpur in place of Gazole which will reduce the distance of the connecting road up to 40 km. approximately. And for this purpose construction of only one bridge on Mahananda river at Churaman in Uttar Dinajpur and Asapur in Malda district will be required.

(iv) Need to Set UP a Carpet Technology Institute at Bhavani in Periyar District of Tamil Nadu

SHRI P.G. NARAYANAN (Gobichettipalayam) Bhavani in Periyar district of Tamil Nadu which is in my Constituency, is a growing holy town and the main industry here is weaving of handloom carpets. The carpets produced here have an international fame and 90 per cent of the population is engaged in carpet weaving. The carpets are woven in cotton and the costlier one in silk. The designs and embroidery work are very attractive. Though Bhavani is a small municipal town, on account of these industries, it has got a Grade-I Head Post Office.

Bhavani town has got all facilities and amenities as it is situated on the trunk main road connecting Madras-Cochin Harbour; Bhavani-Mysore/Bangalore/Madras/Pondicherry etc. Keeping in view, the weaving industry, I suggest the opening of an Institute of Carpet Technology at Bhavani. This is a long felt demand of the people of the weaving community and will ameliorate the condition of a lot of people from the weaving community and open up new avenues of employment for them

(v) Need to Take Remedial Measures to Root Out the Evil of Female Infanticide and Foeticide

SHRI P.P. KALIAPERUMAL (Cuddalore) : We are in the middle of the SAARC Decade of the Girl Child. Survival, protection and development are the major goals of our National Action Plan of the SAARC Decade. Right to survival includes right to life, the basic human right.

There are national and international laws, conventions and declaration, projects and programmes and schemes of cradles and creches to protect children and prohibit female foeticide and infanticide.

Despite our commitment to the cause of the girl child and relentless efforts to assure the rights to survival, protection and development of girl child, female foeticide and female infanticide continue to be in practice.

Incidents of killing of female children within few hours of their birth have been reported from many parts of the country. Socio-economic condition motivate parents to annihilate their female children. Adversities of poverty and atrocities against women of the indigent families are the root causes of annihilation of infants of womankind.

Conscience of humanity is committed to protect the girl child. I urge upon the Government of India to involve itself actively to end female infanticide and foeticide after detailed survey of the occurrence and causes of the evil and remedy the malady of killing the girl child.

(vi) Need to Absorb Trained Apprentices in Ordnance Factories in Jabalpur, Madhya Pradesh

SHRI SHRAVAN KUMAR PATEL (Jabalpur) : I wish to draw the attention of the Government towards the miseries being suffered by thousands of trade apprentices, who after receiving proper apprenticeship training in the various Ordnance Factories in Jabalpur, are awaiting their turn for proper employment and absorption in regular jobs in the ordnance factories. This problem has been seriously affecting the economy of Jabalpur and the nearby areas.

The matter has been agitating the minds of the youth for a long time. The then Minister of Defence on March 28, 1990 had assured very early action for absorption of the trained apprentices from the Jabalpur Ordnance factories.

In January this year, the Supreme Court passed a judgement for absorption of apprentices who have undergone training under the Apprenticeship Act, stressing that such apprentices should be given priority over others as direct recruits, even by relaxing age-bar to the extent of training period and without the need for their being sponsored by the employment exchange. I may point out that in other ordnance factories outside Jabalpur recruitment of trade apprentices is being done.

I, urge upon the Central Government to take steps for absorption of the trained apprentices in regular jobs in the ordnance factories in Jabalpur.

(vii) Need to take early steps for preservation and development of monuments of Jhansi and Lalitpur districts, Uttar Pradesh.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Mr. Deputy Speaker, Sir, Jhansi Fort, Shrimardan Singh Fort, Talibhat and Daogarh Fort and grand historical temple of Deogarh in Jhansi and Lalitpur districts, under the

control of the Archaeological Department of the Government of India are the places of attractions for the tourists.

The Department of Archaeology had decided to formulate a policy to take up the work relating to maintenance and beautification of these monuments and making arrangements for lodging and boarding, restaurant, transport and communication facilities for tourists, but so far the work has not been started.

I, request the Central Government to complete the work at the earliest.

[English]

MR. DEPUTY SPEAKER : Now the House stand adjourned for Lunch to reassemble at 14.20 hrs.

13.20 hrs.

The Lok Sabha then adjourned for Lunch till Twenty Minutes past Fourteen at the Clock.

14.32 hrs.

[English]

The Lok Sabha re-assembled after Lunch at thirty-two minutes past Fourteen of the Clock.

(Mr. Deputy-Speaker in the Chair)

**RAILWAY BUDGET 1995-96
GENERAL DISCUSSION;**

**Resolution Re : Approval of Recommendations
Made in the Ninth Report of Railway
Convention Committee;**

**Demand for Grants (Railways), 1995-96
and
Demand for Excess Grants (Railways) 1992-93**

MR. DEPUTY-SPEAKER : The House will now take up combined discussions on the following items for which two days have been allotted :

- (1) General Discussion on the Budget (Railways) for 1995-96
- (2) Discussion on the Resolution regarding recommendations of Railway Convention Committee.
- (3) Discussion and voting on the Demands for Grants (Railways) for 1995-96.
- (4) Discussion and Voting on the Demands for Excess Grants (Railways) for 1992-93.

The hon. Members present in the House, whose Cut Motions to the Demands for Grants (Railways) for 1995-96 have been circulated, may, if they desire to move their motions, send slips to the Table within 15 minutes

Indicating the serial numbers of the Cut Motions they would like to move. Those Cut Motions only will be treated as moved. A list showing the serial numbers of the Cut Motions will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list, he may kindly bring it to the notice of the officer at the Table without any delay.

I request the hon. Minister to move the Resolution.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : I beg to move :

"That this House approves the recommendations made in paragraphs 56, 57, 58, 59, 60, 61, 62, 63, 64, and 65 contained in the Ninth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on 14th March, 1995."

Sir, by a Resolution adopted in the Lok Sabha on 16th September, 1991 and concurred in by Rajya Sabha on 17th September, 1991, the Railway Convention Committee, 1991 was constituted on 25th November, 1991. The Committee was appointed "To review the Rate of Dividend which is at present payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance via-a-via the General Finance and make recommendations thereon."

The Ministry of Railways had submitted an interim Memorandum followed by a detailed Note submitted after the Committee's Evidence Meeting with the Railways Board requesting that the rate for payment of dividend may be reconsidered by the Committee and that it may be six per cent for the capital investment up to 1980, 6.5 per cent for the capital invested after 1980 up to 1992 and that the increased rate of seven per cent should be applicable to the investments made from the General Revenues after 1992-93 duly continuing the existing concessions and the Railways being permitted to defer payment of the dividend in 1995-96 at least to the extent the Railway's dues are outstanding from the State Electricity Boards, pending the Committee's final recommendations for the Eighth Plan for which Memorandum to the Committee has also been submitted.

The Committee have, however, recommended as follows :

- (i) Exemption of payment of dividend on the capital invested up to 1952, as an interim measure;
- (ii) Deferring the payment of dividend subject to

the maximum amount outstanding from the State Electricity Boards; and

- (iii) Presently paying seven per cent dividend for 1995-96 as an interim measure, on the entire capital invested in the Railway from 1952-53 to till date.

As regards compensation for the social burdens, which amount to over Rs. 2,0000 crore per year and the control and operation of the Depreciation Reserve Fund (DRF) by the Ministry of Railways, as was the practice before the 5th Five Year Plan, the Committee have observed that these aspects will be considered by them on receipt of the Reports of the Committees appointed in this regard.

Provisions for the Depreciation Reserve Fund (DRF) in 1995-96, for which the Committee have agreed with the proposal of the Railways, have been recommended at Rs. 2,650 crore subject to adjustments keeping in view the size of the Annual Plan finally fixed and the capacity of the system to generate the internal resources and the fact that most of the Rolling Stock is now obtained through leasing for pension fund, the proposal of the Ministry of Railways that the contribution to this fund may be enhanced to Rs. 1,900 crore, keeping in view the increase in pensioners and the pension being increased with each D.A. instalment, has been accepted by the Committee. A higher provision at the level of Rs. 1,970 crore has been made in 1995-96 budget based on the trends.

The Committee's observations/recommendations regarding contributions to the Development Fund and the Capital Fund are being considered.

Interest on the balances in the various Railway Funds has been estimated on the basis of the Committee's recommendations.

With these words, I commend the Resolution for the consideration of the House.

MR. DEPUTY-SPEAKER : Motion moved :

- (i) That this House approves the recommendations made in paragraphs 56, 57, 58, 59, 60, 61, 62, 63, 64, and 65 contained in the Ninth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on 14th March, 1995."
- (ii) "That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray

the charges that will come in the course of payment during the year ending the 31st day of March, 1996, in respect of the heads of

Demands entered in the second column thereof against demand Nos. 1 to 16."

Demands for Grants (Railways) 1995-96 Submitted to the Vote of Lok Sabha

No of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 30-3-1995	Amount of Demand submitted to the Vote of the House
		Rs.	Rs
1.	Railway Board	3,19,33,000	19,16,00,000
2.	Miscellaneous Expenditure (General)	18,46,69,000	110,80,15,000
3.	General Superintendence and Services on Railways	122,24,86,000	733,49,18,000
4.	Repairs and Maintenance of Permanent Way and Works	258,64,36,000	1539,86,13,000
5.	Repairs and Maintenance of Motive Power	190,27,72,000	1141,66,33,000
6.	Repairs and Maintenance of Carriages and Wagons	273,19,17,000	1639,15,01,000
7.	Repairs and Maintenance of Plant and Equipment	134,59,16,000	807,54,98,000
8.	Operating Expenses - Rolling Stock and Equipment	221,72,35,000	1330,34,07,000
9.	Operating Expenses - Traffic	951,66,83,000	2917,00,98,000
10.	Operating Expenses - Fuel	607,20,90,000	3643,25,41,000
11.	Staff Welfare and Amenities	98,42,87,000	590,57,23,000
12.	Miscellaneous Working Expenses	122,84,60,000	737,07,60,000
13.	Provident Fund Pension and other Retirement Benefits	330,17,23,000	1981,03,39,000
14.	Appropriation to Funds	1005,83,33,000	6035,00,00,000
15.	Dividend to General Revenues Repayment of loans taken from General Revenues and Amortization of Over-Capitalization		1371,16,50,000
16.	Assets - Acquisition, Construction and Replacement		
	Revenue	7,50,00,000	45,00,00,000
	Other Expenditure		
	Capital	213,28,41,000	1279,70,43,000
	Railway Funds	1828,42,52,000	10970,55,11,000
	Total	6385,70,33,000	36892,38,50,000

MR. DEPUTY-SPEAKER : Motion moved :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the

Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1993, in respect of the following Demands entered in the second column thereof.

Demand Nos. 8 and 16."

Demands for Excess Grants (Railways) 1992-93
Submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the vote of the House
		Rs.
8.	Operating Expenses - Rolling Stock and Equipment	17,57,08,720
16.	Assets-Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	521,70,28,992
	Total	539,27,37,712

[English]

MR. DEPUTY SPEAKER : Now, item Nos. 13 to 16 will be taken up together and the BAC has allotted two days, that is, ten hours, for the discussion.

Shri Ram Nalk.

[Translation]

SHRI RAM NAIK (Bombay North) : Hon. Mr. Deputy Speaker, Sir, I hope Mr. Jaffer Sharif is keeping good health because last year he was not well and accordingly the health of the Railway Ministry also deteriorated.

In view of the Financial Resolution presented by him it seemed that some special things will come but commuters will get no new hope in this Resolution. What has been done by you, will be discussed here and in view of this if you clarify the shortcomings during reply then it will be a better thing. you should keep it in your mind that it is the last budget of this Lok Sabha that is presented by him. You have been continuously increasing the fare for the last 4-5 years but now please tell the commuters that more facilities will be provided during the last budget. You cannot know what is going to happen in near future voters will decide that you will be Railway Minister or which party will come to power during the 11th Lok Sabha. So you should think over this last budget from that viewpoint. Hon. Somnath Chatterji is the Chairman of Standing Committee for Railways. He has prepared the Railway budget with great ability and committee has made its contribution in it. The Committee has presented its report in the House and made unanimous recommendations. I hope that you will ponder over it.

The House should accept the recommendations made by Railway Convention Committee. I hope that you will accept the unanimous opinion given by the committee. So far you have not taken seriously the different kind of recommendations made by the committee. I hope that it will not happen this time.

[Translation]

On the whole Railway's financial position is not sound. The Ministry of Railways has not been able to achieve the targets fixed for the last year for earning through rail fare and rail freights. You had given an excuse during 1992-93 that there had been riots in some parts of the country. That is why your activities were hindered and as a result there of Railway department could not transport much freight. Now there is no such factor. All the other works continued to be undertaken in the country as per routine only. In brief I can only say that the railways did not function in the manner they should have. The railways' performance last year has been unsatisfactory. The Railway Budget also does not create any hope. I have always been concerned with the difficulties faced by the suburban rail passengers. I would like to start my speech with the same topic. I must remind you that during the discussion on Railway Appropriation Bill on 30th and 31st March, I had raised this issue that you had not effected an increase in the 11th class and 1st Class rail fares for long distances. You have meted out a step-motherly treatment to the suburban rail passengers which could not have been done. I have not raised this issue alone. Acharyaji, on behalf of C.P.M. and Sharad Dighe and Mamata Banerjee from the Congress side supported it. It has set a precedent in the parliamentary history that the proposed rate has been reduced. It was increased or reduced but not ruled out. That is why I would like to remind you. You had also said in that discussion that budget would then be referred to the Standing Committee of Railways, their recommendations would be submitted and the same would be considered and a decision would be taken. That is why the proposed increase in the season ticket fare was then got cancelled and we had even thanked you for that. If you do something good then we would not hesitate in thanking you. If you make a good announcement now then there will be no reason for hesitating in thanking you. What have you done now? You have not proposed any increase in the 1st and 11th Class fares. You will have to differentiate between the daily passengers and commuters. You should keep this in mind that somebody who travels to attend wedding or for any personal business or a pleasure trip is a passenger but commuters are constrained to travel to attend to their business or job. You must be considerate about these people. There is a big difference between a passenger and a commuter. You must at least keep this difference in mind. You have indulged in discrimination in this regard. In my opinion this increase in the rail fares should not have been effected. Besides, you have also increased the fare of the quarterly season ticket. Earlier the fare was 2.5 times which has now been increased to 2.7 times.

If we look at last five figures, I have all the details with me concerning the railway ministry, then we will find that we tolerate injustice. Earlier during 1991-92

Rs. 118 used to be paid on a 1nd class monthly season ticket for a distance of 120 kilometres. Now Rs. 220 will have to be paid i.e. you effected an increase of Rs. 102 for the monthly rail pass during the last five years. Our dearness allowance is not proportionate to the effected price-rise. This is sheer injustice. Similarly, earlier one had to pay Rs. 83 per month for a distance of 60 kilometres during 1991-92. Now it has been increased to Rs. 140. In other words an amount of Rs. 57 has been increased by you during the last five years. By effecting this increase you have done injustice to the daily commuters. That is why, I submit that this increase should be withdrawn.

I have also tried to know as to what revenue are you going to earn through this increase. This year you will earn revenue to the tune of Rs. 7,500 crore. I have collected figures from your Ministry only. You issue monthly passes for 1st and 1nd class, on suburban as well as non-suburban railways and from what you have proposed you are going to earn revenue to the tune of Rs. 48 crore. You are going to earn an amount of only Rs. 48 crore annually out of a total income of Rs. 7,500 crore which comes around 0.64 per cent, i.e. not even one per cent. You can earn this much from any other source. You are going to earn Rs. 900 crore from the State Electricity Board and if you get this in time then there is no need to increase the fares. That is why, my first demand is that you should withdraw the hike in rail fares for suburban passengers.

A meeting had been held in Bombay city on 17th April in which you were also invited but you did not attend it. The hon. Shri Sharad Dighe was the Chief Guest, I was the Chairman and the Chief Minister of Maharashtra, Shri Manohar Joshi had inaugurated the meeting. All of them-all commuters organisations, Maharashtra Chambers of Commerce and Industries and the Maharashtra Government had considered this question at the meeting and had unanimously passed a resolution that no matter whatever the reason, this fare should not be raised. This is today's demand and it is a logical demand.

The Standing Committee on Railways also recommends for giving relief. You may consult the report. After going through the report you will also feel that you should not do such injustice against the Suburban commuters to earn such a meagre revenue as Rs. 48 crore. This is the Committee's report :

[English]

I quote from para 1.61 on page 32 of the Committee's report :

The committee note that there is a proposal to charge the quarterly season ticket at 2.7 times the monthly season ticket fare instead of 2.5 times at present, in suburban railways. It is pertinent to note that no increase has been proposed in second class fares for passenger, mail and express trains and in the first class

fare of the ordinary trains. As most of the commuters in suburban trains are industrial workers or middle class employees, the Committee recommended that there should be no increase in monthly and quarterly season tickets.

[Translation]

The Committee has given a unanimous decision and I would like you to accept it and withdraw your proposal.

Secondly, this is an injustice against all the Suburban commuters but among them you have been doing more injustice to the Suburban Commuters of Maharashtra and Bombay. This budget again reflects injustice. I have been trying to reason out this point for the last four years. I feel that this is the last year for us to urge upon you. Sometimes we feel as if whatever we are saying may become a cry in the wilderness that they may just ignore our pleas and say that they are making demands, then let them continue to do so I hope it is not a cry in the wilderness. But a doubt creeps in our minds. Due to your inaction Bombay's suburban rail-system collapsed last year and everyday disturbances were cropping up, the trains were being suspended and the time-schedule was also not being followed which caused lot of inconvenience to not only Bombay's but the whole country's Suburban Commuters and Bombay's Suburban commuter about whom it is said world wide :

[English]

He is the most disciplined commuter in the world.

[Translation]

Bombay's commuter never complains, never fights, never struggles. 10 persons travel standing in a space of one square metre in trains. The commuters who are accustomed to travelling in the worst conditions in the world have also lost patience and then there were several kinds of disturbances. Then, you came to Bombay and a discussion was held and you tried to find ways to improve the condition. But the reality is that the proposals made by you have been made in the wake of either, as a reaction to some logical arguments put forth by us or the dissatisfaction expressed by the commuters. Sometimes such doubts assail our minds. After all, such things do not come to mind only after having discussions in the Parliament but it gets highlighted only when the commuters express dissatisfaction. It is not a good thing if such feelings start taking shape in regard to Parliament.

Sir, I was saying that you do injustice and mete out step-motherly treatment to the suburban commuters of Bombay. What does this year's Budget contain? I would like to say in brief the position of metropolitan transport project in the budget. You are also aware that 50 lakh commuters daily commute in trains in Bombay. In Calcutta the number of daily commuters is 13 lakh and

In Madras it is only 5 lakh. You have made a provision of Rs. 42 crore in this year's budget for Madras though the number of commuters is only 5 lakh and Rs. 141 crore for Calcutta where the number of commuters is 13 lakh. The provision is Rs. 35 crore for Bombay where the number of commuters is 50 lakh. The provision made for Bombay is very less. It even falls short of the provision made for Madras and Calcutta. I do not know how you are viewing Bombay. The Railways have all the figures of the revenue earned from Bombay, Calcutta and Madras. Now, when the figures were discussed, you said that one railway is earning profit while the other is incurring losses and the profit is marginal. Now this is not correct. There are your figures.

The Central Railway incurred losses to the tune of Rs. 7 crore during 1992-93 in Bombay but Western Railway earned a profit to the tune of Rs. 49 crore.

A profit of Rs. 42 crores accrued to the Central Railway and Western Railway jointly. There has been a loss of Rs. 200 crores in Calcutta and Rs. 57 crores in Madras. According to the 1993-94 figures, there has been a profit of Rs. 53.55 crores in Bombay city. But there has been a loss of Rs. 193.72 crores in Calcutta and Rs. 65.27 crores in Madras. Will not it be a step motherly treatment to the suburban commuters, from whom you earn profits, if more provision is not made for them in the Budget. It is not that you have not done anything. After discussions, you have included some good provisions. You have constructed a new railway line between Thane and Vashi at a cost of Rs. 105 crores but it has a provision of Rs. three crores only. The total cost of Belapur one-way doubling line is Rs. 239 crores while as there is a provision of Rs. 8 crores only in that. You have provided for a capital cost of Rs. 131 crores for the world's most passenger rush area Borivili and Vasai whereas there is a provision of Rs. 4 crores only in that.

There is so little a provision for such big projects, how and when will these be accomplished? If you resolve to complete these within two years and make all suitable arrangements accordingly, then alone can you give relief to all the commuters of Mumbai. I would again like to convey you my heartfelt thanks on behalf of the commuters of Bombay for providing for these projects in the current year's budget.

Poverty of fund has been ascribed as the main reason.

15.00 hrs.

(Shrimati Mallini Bhattacharya in the Chair)

This time, the Maharashtra chambers of Commerce and Industry paid a serious consideration to it and proposed that an autonomous Railway Corporation should be given to Bombay on the pattern of Konkan Railway Corporation. They have nearly completed the construction of such a long rail-line in five years. Bonds can be floated if funds are needed for this. The common

man of Bombay, the banks and other institutions are ready to extend every cooperation. But when we raised this issue in the Parliamentary Consultative Committee on 8th April, your reply was :

[English]

Formation of a separate corporation for suburban services would pose insurmountable problems in practice as the same infrastructure, that is, track, signals, stations, is used by suburban as well as the long distance trains.

[Translation]

I think you will also agree to it.

SHRI C.K. JAFFER SHARIEF : Are you saying so for Bombay alone or for all the metropolitan cities like Calcutta, Madras etc.

SHRI RAM NAIK : My opinion is that it can positively be reformed if separate corporations are set up for these as well. But here, I am talking of Bombay I believe that we can do it for Bombay. The hon. Members from Tamil Nadu and Calcutta will speak their mind at their own turn. But so far as Maharashtra, Bombay is concerned, I may say that there will be efficiency only if a separate corporation is set up there. We are ready to contribute money. This is our demand. We have also given a memorandum with the signatures of seven lakh commuters to the Standing Committee which, we hope, you might have received. The standing committee on Railways has also given its remarks on Autonomous Corporation which I would like to read out to the House

[English]

On page 93, paragraph 2.109 of the Standing Committee Report, it says .

"The Committee are distressed to note that two metropolitan transport projects, namely, MTP (Bombay) Mankhurd-Belapur Extension of Line and MTP (Madras) Madras beach-Luz-Rapid Transit System, have been badly suffering from time/cost over-runs. In the case of MTP (Bombay) the original project cost has been revised from Rs. 132.15 crores to Rs. 440.86 crores, i.e. an increase of Rs. 308.71 crores which works out to 233 per cent cost escalation. In the extra cost of Rs. 308.71 crores, Railways share is Rs. 102.90 crores. In the case of MTP (Madras) too, the original cost of Rs. 108.21 crores has been revised to Rs. 185.61 crores i.e. an extra cost of Rs. 77.40 crores which works out to 71.51 per cent cost escalation. The extra cost has to be met by the Railways from the Budgetary support. This has put an extra burden on the limited budgetary support the Railways get from the General Revenue. The reasons for such substantial cost escalations as explained by the Ministry of Railways are not

very convincing. The Committee desire that further cost/time over-runs in respect of these two metropolitan projects should be avoided.

The Committee have received a representation from a very large number of commuters for formation of a separate autonomous corporation for the Mumbai Suburban System. They would like to have the views of the Ministry of Railways in this regard."

[Translation]

Hence the Committee have desired that the Government should seriously consider such an issue. In the background of this, a separate autonomous corporation should be set-up for Bombay.

I would also like to make a mention of another 4-5 year old issue which is also related to funds. The surplus land available with the Railways should be put to commercial use if such projects are to be taken up in urban areas. It was out of our minds even after four years elapsed. We take loans from the World Bank. There will be no need of begging from the World Bank if such surplus lands are properly utilised by the Railways in the Bombay city. You have also been receiving proposals in this regard. I can't understand why you are not able to convince the hon. Prime Minister or may be that he has other things to attend to. We are aware that the Cabinet has yet to take a decision on it but how much time will it take more? Will it take three years? There should be authenticity for commercial utilisation of the surplus land available with the Railways if you have to upgrade the system of suburban and other Railways. If this is done, the Railways can raise funds for anywhere in India at will. Therefore, I urge that the Railways should consider it seriously.

Mr. Chairman, Sir, it is true that the Railways do not get as much Budgetary support now as it used to get earlier. What is the reason therefor? Just now, the hon. Railway Minister said while reading his statement that the Railways is reeling under the increasing social burden. Why is not he able to convince the hon. Finance Minister and the Planning Commission chaired by the hon. Prime Minister? Why do not the Finance Minister, the Planning Commission and the Railway Minister jointly confer on it? Railways makes a great contribution in the country's commercial and industrial production. It is said that Railways got 75 per cent support of the General Budget during the fifth Five Year Plan, 42 per cent during the 7th Plan and the current years figures show it as a meagre 15 per cent. It seems that the Finance Minister and the Planning Commission are giving a step motherly treatment to the Railways. What is the reason therefor? He should convince them. I suggested you many times that the MPs of Bombay should sit with the hon. Finance Minister, the Railway Minister and the Prime Minister and seriously consider this problem. But what happened?

SHRI C.K. JAFFER SHARIEF : We will do so during the current session.

SHRI RAM NAIK : That is good but you should at least check the fare increase. A decision can be arrived at in such a meeting. You are aware that Railways has made a great contribution to the country's whole trade and industry. You should at least consider the suggestions given by us if the hon. Finance Minister and the Prime Minister are blind to it. It is good to say that you will consider it in this session and I hope you will positively make efforts in this direction.

Madam Chairperson, the hon. Minister talked about the social overheads of Rs. 2000 crores. We discussed this point in the standing Committee on Railways and in R.C.C. I can't understand wherefrom do they fetch these figures? We only want that this new burden should not be put on the common railway commuter in the name of social obligations. You should consult the Finance Minister and here I would like to add that the Finance Minister and the Planning Commission people should be present whenever the Railway Budget is discussed here but, Madam, the Congress Ministers do not have time to spare for the House. As they have many other preoccupations outside, they are not able to pay serious attention to the House. Either the Ministry of Finance should bear the social burden of Rs. 2000 crores or your Ministry should make it good. Why should a poor man shoulder this burden? It should be decided as to who should make good this sum of Rs. 2000 crores. What will be the utility of the Railways in future in the country if this is not decided upon. It is said that the Finance Ministry should run the Railways in a commercial manner so as to accrue profits so that there is no social cost. Attention should be paid to it. You cannot have the cake and eat it too. The hon. Finance Minister has this opportunity to clarify his stand in the backdrop of this, the R.C.C. and the Government should take some decision.

[Translation]

Lastly I would like to point out one important issue. It has been proposed that the Motion moved on the RCC recommendations should be approved in the august House. We received this Motion of yours on the 10th April. I sent an amendment to it and I do not know where it has missed. But it did not appear on record. Why did it not appear on record today? I do not want to discuss the issue, but I would like to point out an important thing. Your Motion.

[English]

"That this House approves the recommendations made in paragraphs 56, 57, 58, 59."

[Translation]

Your motion is like this and it contains the Recommendations No. 59. But if it is missing there, even then you will understand it. The main purpose of

sending my amendment was to reveal as to what it contains. The recommendation No. 59 on page no. 25 reads.

[English]

"The Committee do not see any reason as to why the present policy of the Government applicable to Public Sector Undertakings for mobilising their own resources and not to depend on plan outlay should also be made applicable to the Indian Railways for they carry huge social burdens amounting to Rs. 2,000 crore which runs counter to the basic principle of a commercial undertaking. When the Ministry of Railways are themselves facing acute resource crunch, the Committee are in agreement with their contention that they should adequately be compensated for carrying social burdens. In this connection, the Committee had in their 5th Report (10th Lok Sabha) recommended that the Railways should carry out a fresh study regarding compensation to be paid to the Railways for carrying social burdens. However, the Committee regret to note that whereas the Railways, as stated by the Chairman, Railway Board during evidence, have made the necessary study on the subject, the details of the said study were neither furnished to them nor to the Ministry of Finance. They, therefore, stress that the Ministry of Railways should furnish the details of the study to the Committee and the Ministry of Finance expeditiously."

[Translation]

You have asked us to approve the recommendation. Moreover you and I have stated that there should be a policy on the social burden. Who are the members of this committee? Sir, in your capacity as the hon. Minister of Railways you also have now become the member of this Committee. The hon. Minister of Finance Dr. Manmohan Singh is also member of this Committee. It is an issue of Parliamentary decorum whether Ministers should be the Members of Parliamentary Committees or not. Generally no Minister is included in Parliamentary Committees. It has two reasons. In the presence of Ministers the officials always fall under the former's influence while giving evidence, there. Even if the Ministers do not utter a word, the officials are reluctant to speak frankly, and authentically before the Committees. In your presence even the members of your party are in a dilemma whether their evidence is politically justified or not. Therefore for the sake of Parliamentary decorum, we have decided that no Minister shall be included in the Parliamentary Committee. But you have come here only because the ABB locomotives case is involved in it. The RCC has condemned the deals of ABB locomotives. You have insisted on certain issues in a very persuasive manner.

The Ministry of Railways is put into trouble if a committee insists on something in a persuasive manner. Have you ever thought about this?

SHRI C.K. JAFFER SHARIEF : No, this is not so. I never attended the Committee while the evidences were being taken by the Committee. I used to look into the recommendations and thereafter only I was included in the Committee. I did not refer to the ABB probe. The manner in which the Committee report had been appearing in newspapers was worsening the situation all the more.

SHRI RAM NAIK : It might be your view point. You may imagine the situation then if the Chairman of parliamentary Committee and the hon. Minister are also there in the committee. You are right that you did not attend the Committee while evidences were being taken. But you were present during the preparation of recommendations. You also know that I have no personal grudge. I am very friendly to you. But for the sake of Parliamentary decency, no hon. Minister should join such Committees, when the Joint Parliamentary Committee on Security was set up...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF : I was not talking about that. I was talking about the ABB deal. I was not in that Committee.

[English]

I was not a member of the Committee during that period :

[Translation]

SHRI RAM NAIK : In your capacity as Minister of Railways you and the Ministry of Railways received setbacks following the recommendations made on the ABB deal. In order to prevent the recurrence of any such setbacks you both attended the Committee. Otherwise, you might not have come. I am not talking about the ABB deal now.

[English]

It has become a past history.

[Translation]

But it is very important whether an hon. Minister in the capacity of a member thereof should attend such Parliamentary Committee or not.

For a healthy Parliamentary convention, thus

[English]

The Committee is regretting; now, you are regretting. the Finance Minister is regretting.

[Translation]

The work supposed to be performed with regard to social cost has not been done.

[English]

When the Ministers are there and when the Committee regrets, whom are you going to blame?

[Translation]

The Members of the Railway Board? This is your recommendations. But you are the member of this Committee and in your capacity as its member you approved the report.

[English]

Is it not self-contradictory?

[Translation]

It is self-contradictory in the sense that the recommendations made in the Committee asking the Ministry of Finance and the Ministry of Railways to accomplish the works earmarked for them are not being performed. Therefore, they talk contradictorily. This all happens only when we do not observe parliamentary conventions. Taking this point into consideration I would like to request both you and the hon. Minister of Finance not to jeopardise the functioning of the Committee. You just suggest as to how comments be made on you respectfully and you may be hurt with a particular type of comments. But the Committee should function to achieve its objective. Therefore, the best way out is that both you and the hon. Minister of Railways should resign from the Committee so that the function of the Committee continues smoothly and without any pressure. If you do so, you and the hon. Minister of Finance will be remembered with great respect in Parliamentary history. Otherwise, both of you will be remembered for making contradictory statements and seeing from this point of view it can be construed that you accept the 2000 crore deal, the hon. Minister of Finance also does so. But you are not implementing it. Who should be blamed for it. In this regard, I would like to request both you and the hon. Minister of Finance to resign from the Committee lest it should falls under any influence of yours

I wanted to speak on freight. But many hon. Members are to speak here. Therefore, I raised three issues in brief. The first one was that the proposal to raise the sub-urban train fare should be withdraw. Secondly, the Projects meant for Bombay should be completed on warfooting in two years. Thirdly, both of you should withdraw your names from the Committee and the Railway should be compensated for social burdens which you are referring to. With these words I express my thanks and conclude.

SHRI BASUDEB ACHARIA (Bankura) : I beg to move.

"That the demand under the head Railway Board be reduced to Re. 1"

/Failure to withdraw the increase in freight rates. (1)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increase in fare on monthly and seasons tickets./ (2)

"That the demand under the head operating expenses-rolling stock and equipment be reduced to Re. 1."

/Failure to maintain electric locomotive production in C.L.W. up to 150 locomotives per annum./ (489)

"That the demand under the Head operating expenses-rolling stock and equipment be reduced to Re. 1."

/Failure to carry out modernisation programme at C.L.W. to produce more electric locomotives./ (490)

"That the demand under the head miscellaneous expenditure (general) be reduced by Rs. 100"

/Need to allot more funds to Eastern Railway to conduct surveys in West Bengal for construction of new lines as per the growing demand of the state./ (560)

"That the demand under the head miscellaneous expenditure (general) be reduced by Rs. 100"

/Need to give proper attention for new surveys in West Bengal keeping in view the industrial development./ (561)

"That the demand under the head miscellaneous expenditure (general) be reduced by Rs. 100"

/Need to take up survey to connect Falta Export Processing Zone by rail./ (562)

"That the demand under the head miscellaneous expenditure (general) be reduced by Rs. 100"

/Need to allot more funds for new surveys of Eastern, S.E. Railway and N.F. Railway. / (563)

"That the demand under the head miscellaneous expenditure (general) be reduced by Rs. 100"

/Need to give more powers to Zonal Railways to conduct survey by their own team./ (564)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps to introduce a super fast train between Tata Nagar and Guwahati via Adra-Asansol Raniganj-Durgapur./ (565)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce a super fast train between Howrah and Amritsar./ (566)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to allot more funds to complete electrification of Adra-Midnapore section within a time bound period./ (567)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce a super fast train express train between Kharagpur and Amritsar./ (568)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce an express train from Chittaranjan to Howrah in the morning and back in the evening from Howrah./ (569)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to extend suburban section up to Asansol./ (570)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to complete the missing link between Princep Ghat and Majerhat section Circular Railway at Calcutta./ (624)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line for the entire stretch of Circular Railway at Calcutta and allot funds for this purpose./ (625)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up electrification of entire route of Circular Railway at Calcutta./ (626)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce DMU rakes in Circular Railway, Calcutta until its electrification./ (627)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to extend Metro Railway from Tollygunj to Garia./ (628)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up 2nd and 3rd phase of Metro Railway at Calcutta./ (629)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to expedite the construction of double line between Farakka and New Jalpaiguri./ (630)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to expedite the construction of railway line from Raniganj to Mejia via Bankura./ (631)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take immediate steps for construction of double line between Seoraphuli and Tarakeswar./ (632)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take immediate steps to extend the railway line from Tarakeswar to Arambagh./ (633)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to start construction of railway line from Krishnanagar to Behrampore (West Bengal) via Karimpur./ (634)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up conversion of Katwa-Ahmedpur narrow gauge railway line into broad gauge immediately./ (635)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps to start EMU service between Jirat and Howrah./ (636)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps to complete construction of double line between Barasat and Bongaon and allot adequate funds for this purpose./ (637)

That the demand under the head assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take up immediately construction of double line between Baruipur and Lakhikantapur, between Baruipur and Diamond Harbour and between Sonarpur and Canning./ (638)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take up construction of railway line from Budge-Budge to Namkhana for development of Sundarban region./ (639)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up immediately construction of double line between Ranaghat and Lalgola section of Sealdah Division./ (640)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to start electrification Krishnanagar and Lalgola section / (641)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up electrification of Barasat-Hansnabad section of Eastern Railway immediately./ (642)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up immediately conversion of Bardhaman-Katwa narrow gauge line into broad gauge line./ (643)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take up construction of new line between Bankura and Duriabhpur./ (644)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up conversion of Radhikapur to Barsoi MG line into B.G. line immediately./ (645)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up immediately conversion of Bongaigaon to Siliguri via Alipurduar Junction railway line./ (646)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line between Bandel and Katwa./ (647)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to reduce fares between New Jalpaiguri and Darjeeling./ (648)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to reopen and modernise Himalay railway line between New Jalpaiguri and Darjeeling./ (649)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to allot more funds to complete the electrification of Adra-Midnapore section with in short time./ (650)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to speed up construction of double line between Khana and Sainthia section / (651)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to allot more funds for construction of Ekiakhi Balurghat railway line / (652)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of a new line from Bardhaman to Tarakeswar via Arambagh which will provide another route to Howrah./ (653)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to allot more funds to complete Digha-Tamluk railway lines immediately./ (654)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to start immediately construction of Howrah-Amra-Bargachia railway line, S.E. Railway./ (855)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to start immediately construction of Howrah-Sea-Khalia railway line./ (856)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take up conversion of Bankura-Damodar Railway into broad gauge immediately./ (857)

"That the demand under the Head Railway Board be reduced to Rs. 1."

/Failure to place order for wagons on Wagon Manufacturing units of West Bengal thereby threatening their existence and job security of the Workers./ (802)

"That the demand under the head repairs and maintenance of plant and equipment be reduced by Rs. 100"

/Need to improve the communication system between the driver control room and passengers with regard to stoppage of train./ (803)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to increase the speed of EMU locals running between Howrah and Bargachia section of S.E. Railway./ (804)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to increase the speed of Purulia Express thereby reducing running time between Purulia and Howrah / (805)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to reduce running time of Poorva Express, Kalka Mail, Gitanjali Express, Himgiri Express and Howrah Amritsar Mail./ (806)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to further increase speed of Black Diamond, Coalified and Asansol Express so that Howrah-Asansol distance is covered within 3 hours./ (807)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to cover the distance between Howrah and New Delhi within 14 hours by Rajdhani Express./ (808)

"That the demand the head operating expenses-traffic be reduced by Rs. 100."

/Need to run all passenger and goods trains with electric locomotives between Howrah and Asansol and thereby save revenue./ (809)

Δ"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

/Failure to allot adequate funds to complete the on-going Railway projects in West Bengal./ (810)

Δ"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

/Failure to take initiative to include highly popular tourist routes namely, Calcutta-Digha, Calcutta-Sunderban, Calcutta-Palas-Murshidabad, Calcutta-Bhubaneswar-Puri, Calcutta-Bishnupur, Calcutta-Bolpur-Shantiniketan, Calcutta-Malda-Gour, Calcutta-Asansol, Malton-Topchachi, NJP-Darjeeling-Kurseong-Kalimpong, NJP-Mirik, Jaladpara Reserve Forest-Cooch-Behar, NJP-Gangtok at the Weekend Holiday Programme./ (811)

Δ"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

/Failure to include Calcutta-Bhubaneswar-Puri, Calcutta-Shantiniketan-Malda-Gour-Murshidabad, New Jalpaiguri-Darjeeling-Kalimpong-Kurseong-Gangtok, Calcutta-Gaya-Nalanda-Varanasi routes in 'Palace on Wheel' project of Indian Railways./ (812)

Δ"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re 1"

/Failure to implement the uni-gauge policy of the Government in the eastern sector by conversion of narrow gauge routes of Shantipur-Nabadweep Ghat, Bardhaman-Katwa, Ahmedpur-Katwa, Siliguri-New Jalpaiguri, Siliguri-Alipurduar Jn., Radhikapur-Barsoi and Bankura Damodar Railway into broad gauge./ (813)

Δ"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

/Failure to provide adequate funds to Eastern South Eastern and N.F. Railways for constructions of new lines, gauge conversion, electrification and other developmental work./ (814)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Rs. 100"Δ

/Need to reduce the existing passenger fares of New Jalpaiguri-Darjeeling section/ (815)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"Δ

/Need to take steps for construction of double line between Asansol and Burnpur, S E Railway/ (816)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"Δ

/Need to take steps to construct a halt station at Asansol Court between Asansol and Burnpur section of S E Railway/ (817)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100

/Need to provide accommodation to the attendant in same class with privilege pass holders / (818)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100'

/Need to provide four berths in A C 3 Tier or two berths in A C 2 Tier in Rajdhani Express to privilege pass holders instead of two and one as ordered / (819)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100

/Need to provide four seats in A C Chair Car or two seats in Executive Class in Shatabdi Express to privilege pass holders instead of two and one as ordered / (820)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100

/Need to provide adequate funds so that better and modern medical facilities are available in all Railway hospitals / (821)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100

/Need to set up a railway hospital at Ranaghat, Eastern Railway/ (822)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100"

/Need to set up more railway schools and colleges in the country/ (823)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100

/Need to start a smaller Circular Railway from Howrah to Takiapra-Santragachi-Shalimar-Shibpurchar-Famkistopur to Howrah / (824)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to set up a Carshed at Asansol for maintenance of EMU rakes./ (825)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to construct an approach road connecting Howrah station with new Vidyasagar Setu / (826)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to construct new broad gauge line by extending it from Ulubena to Shyampore in Howrah district of West Bengal / (827)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take immediate steps for construction of double line between Andal and Sainthia, Eastern Railway/ (828)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up electrification of Andal-Sainthia section of Eastern Railway" / (829)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100

/Need to provide electronic boards indicating arrival departure of trains at Howrah, Sealdah, Barddhaman, Durgapur, Asansol, Adra, Purulia and Dum Dum Railway stations / (830)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100'

/Need to provide computerised reservation facilities at Barddhaman, Durgapur, Raniganj, Bandel, Adra, Ranaghat and Sun railway stations / (831)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to provide train information boards at all important stations of Howrah, Sealdah, Asansol, Melsa, Kharegpur, Adra Divisions including all Divisional Headquarters to ascertain the position of arrival departure timings of the trains / (832)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide better passenger amenities at all the stations under Howrah, Sealdah, Kharagpur, Asansol, Malda and Adra Divisions./ (833)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce more local trains in Howrah, Sealdah, Kharagpur, Asansol, Adra and Malda Division to meet the demand of the area./ (834)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps to construct a road over-bridge at Lilual level-crossing./ (835)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to connect South Bengal with North Bengal by introducing a superfast train from Tata Nagar to New Jalpaiguri via Purulia-Adra-Burnpur-Asansol-Raniganj-Durgapur./ (836)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce passenger trains between Asansol and Bolpur to fulfil the longstanding demand of the people of West Bengal./ (837)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run EMU rakes between Kharagpur and Bardhaman via Dankuni./ (838)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps to run EMU locals between Kharagpur-Dankuni-Sealdah and Haldia-Dankuni-Sealdah via Andal./ (839)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run EMU locals between Kharagpur and Bandel and between Kharagpur and Bardhaman via Bandel./ (840)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase number of rooms at Howrah Yatri Niwas by vacating the rooms occupied by different departments./ (841)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to initiate measures for implementing the East-West and North-South corridors for Metro Railway Project at Calcutta./ (842)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide a separate corridor for suburban services at Howrah and Sealdah./ (843)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run EMU rakes in Circular Railway at Calcutta and replace all conventional coaches till it is electrified./ (844)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to bring down the suburban fare to the level of 1990./ (845)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase the strength of ticket checking/collecting staff./ (846)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to conduct regular checks on less traffic density routes./ (847)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to give recognition to RPF association./ (1206)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to give recognition to CLW Labour Union./ (1207)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to make provision for companion instead of attendant and provide accommodation in same class with privilege pass holders./ (1208)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide four bertha in A.C. 3 Tier or two bertha in A.C. 2 Tier in Rajdhani Express trains to privilege pass holders instead of two and one respectively as ordered./ (1209)

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

/Need to extend suburban area up to Jhargram, S.E. Railway./ (1507)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of a new railway line from Tarakewar to Barddhaman via Arambagh./ (1508)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take necessary steps to run trains (EMU) between Sealdah and Bardhaman via Bandel and Nalhati./ (1509)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps to provide stoppage of Rajdhani Express at Kharagpur./ (1510)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for providing stoppage of Howrah-Rourkela Shatabdi Express at Kharagpur./ (1511)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to take steps to complete the Raniganj-Mejia-Bankura railway line of S.E. Railway./ (1512)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase the number of trains in the Howrah-Farakka route./ (1563)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to introduce a direct train between Nalhati-Howrah via Sagardighi and Azimganj immediately./ (1564)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to electrify Katwa to Azimganj railway line immediately./ (1565)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to connect Lalgola with Jangipur Road through laying a new track alongwith a road over-bridge across the Bhagirathi river at Raghunathganj./ (1566)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce express tram between Sealdah and Murshidabad, Sealdah-Berhampore from tourist point of view./ (1567)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to introduce super fast express trains between Howrah-Surat and Howrah-Bhopal, Kharagpur-Amritsar, Tara-New Jalpaiguri via Asansol, New Jalpaiguri-Puri/ (1568)

SHRI JITENDRA NATH DAS (Jalpaiguri) : I beg to move .

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to withdraw the increase in freight rates and seasons tickets./ (3)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to check malpractices in reservation / (4)

"That the demand under the head Railway Board be reduced by Rs 100."

/Need to provide passengers with at least minimum facilities./ (5)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide computerised reservation facilities at all railway stations in N.E. Region./. (6)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to improve catering and sanitation services in the railway restaurants./ (7)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide reservation quota for Rajdhani Express at Jalpaiguri Road/Jalpaiguri Town Station./ (8)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to modernise and improve the retiring room at Jalpaiguri Road station. (9)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to replace all old bogies of Teesta-Torsha and Kanchanjanga Express. (10)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to check train accidents and derailments. (11)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to provide A.C. 3 Tier coach to Darjeeling Mail, Kanchanjunga Express, Poorva Express and Howrah-Kalka Mail. (174)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to attach A.C. 1st class with Darjeeling Mail. (175)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to run Teesta Torsha Express daily one from Haldibari and another from Alipurduar. (176)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to replace old bogies attached to Teesta-Torsha and Kanchanjunga Express. (177)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to check train accidents and derailments effectively. (178)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to introduce a Shatabdi Express between Calcutta and New Jalpaiguri and back on the same day. (179)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to introduce an express train from Coochbehar to Calcutta. (180)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to introduce a superfast express train between Tatanagar and new Jalpaiguri via Purulia, Adra, Aaansol, Raniganj and Durgapur. (181)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100".

/Need to provide stoppage of 2301/2302, 2305/2306 at Asansol. (182)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100".

/Need to provide A.C. 2 Tier and A.C. 3 Tier compartment in Teesta-Torsha Express starting from Haldibari. (183)

"That the demand under the head Operating Expenses Traffic be reduced by Ra.100".

/Need to run proposed Howrah-Guwahati Express daily instead of weekly. (184)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100".

/Need to introduce Rajdhani type superfast train between Calcutta and Guwahati. (185)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100".

/Need to run all the trains on time. (186)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100".

/Need to provide stoppage of N.E. Express and Brahmaputra Mail at Moynaguri. (187)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100".

/Need to provide stoppage for all trains running between Delhi and Guwahati at Jalpaiguri Road Station. (188)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs.100."

/Need to provide adequate security to passengers in all the country. (189)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs.100"

/Need to take immediate steps to check train robbery. (190)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs 100."

/Need to take proper steps against private caterers so as to improve quality of food served in trains. (191)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100,"

/Need to run catering service by railways / (192)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs.100."

/Need to improve the quality of food supplied in N.E. Express, Brahmaputra Mail, Darjeeling Mail and Kamrup Express. (193)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to provide newspapers to all passengers of A.C. 2 Tier of Howrah-New Delhi Rajdhani Express. (194)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs.100."

/Need to take immediate steps for a Linen Room in A.C. 3 Tier coaches of Howrah-Rajdhani Express. (195)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs.100."

/Need to make arrangement for water cooler and hot case in A.C. 3 Tier coaches of Howrah-Rajdhani Express. (196)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to check the blocking of toilet of A.C. 3 Tier coaches of Howrah-Rajdhani Express. (197)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up gauge conversion of lines between Siliguri and Alipurduar Junction. (198)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up electrification of Maldah-Guwahati route. (199)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to start gauge conversion between New Jalpaiguri and Siliguri Junction. (200)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to renovate Jalpaiguri Town and Jalpaiguri Road Stations. (201)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to over bridge on level crossing at Mohitnagar and Jalpaiguri. (202)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to construct over bridge on level-crossing at Siliguri Town and Darjeeling. (203)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Ra. 100."

/Need to start construction of Railway Gate near Raninagar Railway Junction. (204)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to take up construction of double line between New Jalpaiguri and Guwahati N F Railway. (205)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allot adequate funds for taking up of double line between New Jalpaiguri and Guwahati. (206)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to allot more funds to start construction of Ekiakahi-Bajurghat railway line. (207)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to improve the quality of bed-rolls provided in Darjeeling Mail Kanchanjungha Express, Brahmaputra Mail and N E Express. (208)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to take up gauge conversion of Bafuddhaman-Katwa, Ahmedpur-Katwa, Shantipur-Nabadweepghat, BDR line into broad gauge. (209)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Ra. 100."

/Need to take up conversion of Siliguri-Alipurduar Junction MG line into broad gauge. (1212)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to take immediate steps to connect Siliguri with broad gauge by converting New Jalpaiguri-Siliguri MG line into broad gauge. (1213)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to connect Alipurduar Junction with Guwahati through broad gauge. (1214)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of new BG line from Alipurduar Junction to Pundibari. (1215)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for constructing alternative broad gauge line converting MG to broad gauge from New Jalpaiguri to Bongalgao via Dohman, Mai Bazar, Alipurduar Junction. (1216)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps to connect Siliguri with Guwahati through broad gauge line. (1217)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps to provide better railway communication to the backward district of Coochbehar for industrial development. (1218)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for construction of new broad gauge line from Moynaguri to Chanchan-Bandha via Mathabhanga-New Coochbehar. (1219)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce passenger train from New Coochbehar to Dhubri via Tufanganj. (1220)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up conversion of MG line into B.G. from New Coochbehar to Gitaldaha. (1221)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce one fast express train from New Coochbehar to Sealdah. (1222)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce one fast express train from New Jalpaiguri to Sealdah in the morning and back in the evening to New Jalpaiguri. (1223)

SHRI AJOY MUKHOPADHYAY (Krishnagar) : I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to construct double line from Ranaghat to Lalgola in Sealdah Division, Eastern Railway. (12)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need for electrification of Ranaghat-Gede Section in Sealdah Division, Eastern Railway. (13)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to replace the outmoded coaches for the trains in Ranaghat-Gede Section in Sealdah Division, Eastern Railway. (14)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to raise the platforms of various Railway Stations in Ranaghat-Gede Section of Sealdah Division, Eastern Railway. (15)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need for early completion of construction of the foot way over Pagla Chandi river in Sealdah Division, Eastern Railway. (16)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to convert narrow gauge into broad gauge railway line from Nabadwip to Shantipur in Sealdah Division, Eastern Railway. (17)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need for early completion of all ongoing railway projects in West Bengal. (18)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to speed up construction work for completion of Metro rail lines from Shyambazar to Esplanade in Calcutta. (19)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to stop the process of privatisation of different services of railways including catering service. (20)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to take over privatised railway catering service on important and busy railway stations. (21)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to improve the standard of catering service in railways. (22)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to ensure safety and assured amenities in railway journey. (23)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to place sufficient orders for wagons on Wagon Producing Units in West Bengal. (24)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to use the full capacity of Chittaranjan Locomotives with necessary modernisation. (25)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need for electrification of railway line from Krishnagar to Lalgola in Sealdah Division, Eastern Railway. (26)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to introduce DMU engines from Krishnanagar to Lalgola in Sealdah Division, Eastern Railway. (27)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need for renewal of railway track in Ranaghat-Gade Section in Sealdah Division, Eastern Railway. (28)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to introduce more DMU engines in Ranaghat-Gade Section in Sealdah Division, Eastern Railway. (29)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to withdraw the proposed hike in season tickets. (30)

"That the demand under the head General Superintendence and Services on Railways be reduced to Re. 1"

/Failure to check unauthorised entry of passengers in reserved compartments. (31)

"That the demand under the head General Superintendence and Services on Railways be reduced to Re. 1"

/Failure to provide legitimate and assured amenities to railway passengers in railway coaches. (32)

"That the demand under the head Railway Board be reduced to Re. 1"

/Failure to reduce expenditure of Railway Board. (70)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to ensure employment to the next of kins of railway employees who died in harness. (71)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to regularise contract labourers handling coal and ash in Steam locomotives. (72)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to issue necessary orders to regularise the services of Sub-Coach Attendants working at Howrah Division. (73)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to modernise and upgrade the B R Singh Hospital at Sealdah with the latest facilities and equipments. (74)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to regularise the services of book-sellers of Howrah-Rajdhani Express as railway employee under 'D' category. (75)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide Coach Attendants in Sleeper Class in all long distance trains. (76)

"That the demand under the head Operating Expenses-Traffic be reduced to Re. 1."

/Failure to connect all district headquarters of West Bengal with fast passenger trains. (77)

"That the demand under the head Operating Expenses-Traffic be reduced to Re.1."

/Failure to maintain punctuality of trains running under Eastern Railway's jurisdiction. (78)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce more DMUs in Ranaghat-Gede Section, between Krishnanagar and Lal Gola and Ranaghat and Bongaon. (79)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce direct trains between Sealdah and Murshidabad one in the morning from Sealdah and the other from Murshidabad and back in the evening with 2/3 stoppages including at Krishnanagar. (80)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to reschedule the time table of the passenger and goods trains with preference to passenger trains in Ranaghat-Gede section of Sealdah Division. (81)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to extend some of the north suburban trains up to Princep Ghat Station via Circular Railway lines during office time. (82)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to reduce the running time of Howrah-New Delhi Rajdhani Express by Couple of hours. (83)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide stoppage of 2305/2306 at Asansol. (84)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1."

/Failure to complete the Circular Railway at Calcutta. (85)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1."

/Failure to take up any of the NG/MG lines in West Bengal for gauge conversion. (86)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct Yatri Niwas in Murshidabad and Krishnanagar railway station. (87)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide computer booking centres at Ranaghat, Krishnanagar, Berhampore Murshidabad in Sealdah Division. (88)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to rename 'Fulla' Railway Station as 'Fulla-Kritiwas'. (89)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct well furnished retiring rooms with provision of A.C. at Howrah, Sealdah, Asansol, Durgapur, Krishnanagar and Murshidabad. (90)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate 1st class and 2nd class retiring rooms in all important railway stations in Sealdah Division. (91)

[Translation]

Disapproval of Policy

SHRI RAMASHRAY PRASAD SINGH (Jahnaviab)
I beg to move :

That the Demand under the head Railway Board be reduced to Re. 1.

Failure in doubling Patna-Gaya rail line. (33)

That the Demand under the head Railway Board be reduced to Re. 1.

Failure to construct a new rail line between Fatuha-Islampur and Islampur-Bodh Gaya. (34)

Token

That the Demand under the head Railway Board be reduced by Rs. 100.

Need to check irregularities in Railway Vigilance Organisation (35)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need for strengthening of Railway Vigilance Organisation (36)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need to attach more second class coaches in all the trains. (37)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need for strengthening CRP Force to ensure security of Passengers (38)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need to provide proper system for checking of tickets at road-sides stations (39)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need for immediate implementation of welfare schemes for railway employees. (40)

Disapproval of Policy

That the Demand under the head Repairs and Maintenance of Carriages and Wagons be reduced to Re.1

Failure to set up a passenger coach factory in Jehanabad, Eastern Railway (41)

Token .

That the Demand under the head Staff Welfare and Amenities (Pages 71-76) be reduced by Rs. 100.

Need to open a school for the wards of railway employees at Jehanabad, Eastern Railway. (42)

That the Demand under the head Assets-Acquisition, Construction and Replacement (Pages 101-114) be reduced by Rs. 100.

Need to replace old sleepers and railway lines in Jehanabad-Gaya rail section. (43)

That the Demand under the head Assets-Acquisition, Construction and Replacement (Pages 101-114) be reduced by Rs. 100.

Need to construct a railway crossing at Chotki Masaudi near Taregana station. (44)

That the Demand under the head Assets-Acquisition, Construction and Replacement (Pages 101-114) be reduced by Rs. 100

Need to construct a rail overbridge at Fatwa railway station. (45)

That the Demand under the head Assets-Acquisition, Construction and Replacement (Pages 101-114) be reduced by Rs. 100.

Need to construct a rail overbridge at Bageshwari Gumti railway crossing in Gaya, Eastern Railway (46)

That the Demand under the head Railway Board be reduced by Rs. 100.

Need to minimise foreign tours and air journeys by the officials of Railway Board. (508)

That the Demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100.

Need to complete survey work of Patna-Gaya Rail line speedly. (509)

That the Demand under the head General Superintendence and Services on Railways be reduced by Rs. 100.

Need to provide facility of return reservation ticket at railway reservation office, Parliament House for all the stations. (510)

That the Demand under the head General Superintendence and Services on Railways be reduced by Rs. 100.

Need to modernise Jehanabad railway station of Eastern Railway. (511)

That the Demand under the head General Superintendence and Services on Railways be reduced by Rs. 100.

Need to ensure early action on the applications/representations received from railway employees for redressal of their grievances. (512)

That the Demand under the head General Superintendence and Services on Railways be reduced by Rs. 100.

Need to allow wait listed passengers upto 5 in reserved coaches. (513)

That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100.

Need to increase the number of unreserved coaches in Mail/Express trains. (514)

That the demand under the Head Operating Expenses Traffic (page 57 to 64) be reduced by Rs. 100."

Need to ban illegal chain pulling on Patna-Gaya rail route. (515)

That the demand under the Head Operating Expenses Traffic (page 57 to 64) be reduced by Rs. 100."

Need to attach DMU rakes on all trains of Patna-Gaya rail route. (516)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to open a hospital at Jehanabad, Eastern Railway for the benefit of railway workers and their dependents. (517)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to open a school at Jehanabad, Eastern Railway for the benefit of railway workers and their dependents. (518)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to make available all life savings drugs in Railway hospitals. (519)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to give preference in providing employment to the dependents of railway employees. (520)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide employment on compassionate grounds to the dependents of railway workers within a stipulated time. (521)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to increase the funds for the welfare of railway scavengers. (522)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to take early action on the representations received from railway workers and their dependents. (523)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to give railway passes to retired railway personnel on the lines of serving railway employees. (524)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to open a railway cooperative store depot/shop in Jahanabad for sale of essential commodities. (525)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct a broad gauge line from Fatua to Bodhgaya via Islampur. (526)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct a railway crossing at Chotke-Masodhi at Taregana station of Eastern Railway. (527)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct an overbridge near Balragi railway crossing near Gaya station of Eastern Railway. (528)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide adequate security to passengers in running trains. (529)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to check malpractices in Railways (530)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to check increase in freight rates. (531)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to achieve the target in revenue earnings in respect of goods transport. (532)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase the number of general bogies in Mail-Express trains. (533)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide water, electricity and lavatory facilities in trains running on Patna-Gaya and Mugalsarai-Gaya section (534)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to check illegal reservation of tickets by travel agencies. (535)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to check pilferage and bungling of booked goods. (536)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to open Zonal headquarter at Patna in Eastern Railway. (537)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce a Mail/Express train from Patna to Bombay. (538)

(English)

SHRI YAMA SINGH YUMNAM (Inner Manipur) . I beg to move .

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to construct the Railway line up to Imphal. (95)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a broad gauge Railway line from Silchar to Jiribam. (96)

"That the demand under the head Railway Board be reduced by Rs 100."

/Need to provide adequate chairs and benches for the passengers at the platforms in all the Railway Stations./(97)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide trolleys for carrying luggage at the railway platforms./(98)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to make arrangements to announce the name of the station prior to its stoppage./(99)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to display badges or identity cards by the Railway employees including the T.T.E. in the running trains /(100)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide bogies on demand for the people of Manipur at Guwahati Station./(101)

"That the demand under the head Railway Board be reduced by Rs 100."

/Need to increase the existing number of seats/berths made available for reservation from the Imphal out agency./(102)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide computer at the Imphal Railway out agency /(103)

SHRI TARIT BARAN TOPDAR (Barrackpore). I beg to move :

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100".

/Need to introduce an express train between Howrah and Bhopal./(104)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100"

/Need to introduce a direct express train between Puri and Bhopal./(105)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs 100"

/Need to introduce a direct express train between Guwahati and Bhopal./(106)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce a Shatabdi Express between Bombay and Bhopal./(107)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100".

/Need to introduce a daily express train between Howrah and Surat./(108)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100"

/Need to introduce a Rajdhani Express between Howrah and Bombay./(109)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Ra. 100."

/Need for speedy construction of Habibganj railway station./(116)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of double line between Asansol and Burnpur, South Eastern Railway / (117)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of a half station at Asansol Court between Asansol and Burnpur./(118)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allocate more funds for completion of double line between Dattapukur and Habra and between Habra and Bongaon./(119)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for development of Howrah and Sealdah stations./(120)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to withdraw enhanced fares of Monthly Seasons Ticket and Quarterly Seasons Tickets./(132)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to fill up all the vacant posts of Zonal General Managers in Railways./(133)

"That the demand under the head Operating Expenses-Traffic be reduced by Ra.100."

/Need to provide Coach Attendants in A.C 3 Tier of Howrah New Delhi Rajdhani Express./ (134)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to connect all district headquarters of West Bengal by introducing new passenger trains. / (135)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100".

/Need to reduce running time of Poorva Express, Howrah-Kalka Mail and Howrah-New Delhi Rajdhani Express. / (136)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce express train between Sealdah and Murshidabad with facility of return journey in the evening same day. / (137)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce more EMU rakes in different sections of Sealdah Division to reduce over-crowding. / (138)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100"

/Need to introduce an additional superfast express train between Calcutta and New Delhi. / (139)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce one Shatabdi Express between Calcutta and New Jalpaiguri. / (140)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce Rajdhani type express train between Calcutta-Bombay and Calcutta-Guwahati. / (141)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce an express train from New Jalpaiguri to Calcutta in the morning and back from Calcutta in the evening same day. / (142)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce a superfast express from Tata Nagar to new Jalpaiguri via Purulia, Adra, Asansol and Durgapur. / (143)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to introduce one fast passenger train connecting Asansol-Raniganj-Durgapur and Kharagpur. / (144)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs.100."

/Need to run proposed Howrah-Guwahati weekly express daily. / (145)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1"

/Failure to take up conversion of Shantipur-Nabadweep Ghat, Barddhaman-Katwa, Ahemedpur-Katwa, New Jalpaiguri Siliguri, Siliguri-Alipurduar Jn. BDR line and extend it upto Tarakeswar, Radhikapur-Borsol and convert it into broad gauge. / (146)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1."

/Failure to take up the construction of missing railway link between Princep Ghat to Majerhat. / (147)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1"

/Failure to take up any line of West Bengal for gauge conversion. / (148)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re.1."

/Failure to take up the construction of any new railway line in West Bengal. / (149)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to open booking counter at Barrackpore railway station (Anandapuri side) throughout the day. / (150)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to issue season tickets throughout the day from booking counter located at the side of Anandapuri at Barrackpore Railway Station. / (151)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to renovate Howrah, Sealdah stations properly. / (152)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct an overbridge from booking office of Anandapuri to Barrackpore railway station. / (153)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to repair properly all overbridges and platforms at Barrackpore Railway Station. / (154)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to provide electronic indication boards at Howrah and Sealdah railway stations. (155)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to provide computer reservation facilities at Barrackpore, Naihati and Ranaghat. (156)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to take up electrification from Krishnanagar to Lalgola in Sealdah Division of Eastern Railway. (157)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to construct double line between Krishnanagar and Lalgola in Sealdah Division of Eastern Railway. (158)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to construct double line between Barulpur and Diamond Harbour. (159)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to connect all platforms at Howrah by an over-bridge. (160)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to maintain proper cleanliness at Howrah and Sealdah stations daily. (161)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

E /Need to introduce on EMU service from Naihati to Sealdah so as to reach Sealdah at 8 10 in the morning. (1603)

E "That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to construct an over bridge from outside platform No.4 at Barrackpore railway station. (1604)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to provide drinking water at Bidhan Nagar railway station. (1605)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to make all sub coach Attendants of Eastern Railway permanent. (1606)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs.100."

/Need to provide Hot case, water cooler, linen room and Coach Attention in A C. 3 Tier Coaches of Howrah bound Rajdhani Express. (1607)

SHRI AMAR PAL SINGH (Meerut): I beg to move

"That the demand under the head Railway Board be reduced by Rs.100."

/Need for laying of double rail line between Muradnagar and Meerut. (130)

"That the demand under the head Railway Board be reduced by Rs 100."

/Need for stoppages of Ludhiana Express and Link express of Meerut Cantt. (131)

"That the demand under the head Operating Expenses Traffic be reduced by Rs.100."

/Need to provide a half of five minutes at Meerut City for Delhi-Dehradun Shatabdi Express. (1359)

[Translation]

Token

DR. RAMESH CHAND TOMAR (Hapur) . I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for electrification of Ghaziabad-Meerut section. (210)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for introduction of new train between Garh Mukteshwar and Delhi. (211)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to make proper arrangements for maintain cleanliness at the platform of Ghaziabad railway station. (212)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide PCO facility at Hapur Junction. (213)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to lay railway line between Delhi and Ghaziabad via Noida-Dedri. (214)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to maintain cleanliness at platform of Hapur railway station. (215)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for construction of an under-bridge at Goahala crossing in Ghaziabad. (216)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for doubling of Ghaziabad-Saharanpur rail line. (217)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for doubling of Ghaziabad-Moradabad rail line. (218)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for introduction of EMU trains for Ghaziabad. (219)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage of Shaheed Express at Hapur. (220)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage of Nauchandi Express at Babuganj. (221)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for introduction of a new train between Delhi and Hapur. (222)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for providing passage to Awas-Vikas colony near Hapur station. (223)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to extend the platforms at Ghaziabad railway station. (224)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage of all super-fast trains at Ghaziabad railway station. (225)

Token

SHRIMATI BHAVNA CHIKHLIA (Junagarh) : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to modernise the Junagarh Railway Station. (274)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce a super fast train between Una Dewwada and Junagarh. (275)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to modernise the compartments of Somnath Mail. (276)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to attach second class compartments in Girnar Express daily. (277)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to attach one 11nd Class A.C. coach in Somnath Mail. (278)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide better sanitation on facilities at Ahmedabad Railway Station. (279)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to electrify and double the rail line between Surat and Bhusawal. (280)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to convert Pachora-Sindurni rail line into broad gauge line. (281)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to lay new rail line between Pachora-Sindurni and Ajanta. (282)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to double the rail line from Manmad to Doon. (283)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to expand Bhusawal to Jalgaon rail line into a four way track. (284)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage of Karnataka Express at Jalgaon. (285)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage of Pavan Express at Rabair. (286)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce a super fast train between Bhusawal and Bombay. (287)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct an over-bridge on rail line at National Highway No. 6 between Bhusawal and Jalgaon. (288)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need to construct an over-bridge on rail line at National Highway No 6 between Bhusawal and Bargaon. (289)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need to attach latest wagons with special goods train carrying bananas from Bhusawal to Delhi. (290)

DR. LAXMINARAIN PANDEYA (Mandsour) : I beg to move :

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need for creation of new railway zones for expansion of rail network and efficient operation and administration of Railways. (291)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need for increasing the number of Members of Railway Board to look after its different areas of operation. (292)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need for construction of an over-bridge near Jaora, Mandsor and Ratlam railway stations on Western Railway. (293)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need for well furnished waiting rooms for first class, air conditioned class and general class passengers at Mandsor in Ratlam Division of Western Railway. (294)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need for raising the level of railway platforms at Shamgarh and Garot stations on Kota Division of Western Railway. (295)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to extend residential facilities for employees at Jaora railway station. (296)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need for proper education facilities for the children of the officers and employees of Ratlam and Kota Divisions of Western Railway. (297)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need for housing facilities for the railway employees at various stations on Kota and Ratlam Divisions of Western Railway. (298)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for renovation of the Mandsor and Jaora station in Ratlam Division of Western Railway. (299)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct an overbridge at the railway crossing near Jaora station. (300)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to increase halting time of Dehradun Express at Jhalawar Road Station in Kota Division of Western Railway in order to facilities traffic and loading. (301)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Gondia-Jabalpur railway line into broad gauge line. (302)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to run more Janata Express trains for the convenience of passengers. (303)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to tideover drinking water crisis at Mandsor Suwasra and Shamgarh railway stations for the convenience of passengers. (304)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide stoppage of Durgapur-Bombay and Jammu Tawi Superfast trains at Shamgarh (Western Railway) for the convenience of passengers. (305)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100

Need to extend the platform shed of Jaora station in the Ratlam Division of Western Railway for the convenience of passengers. (306)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend the platform shed of Shamgarh station in Western Railway for the convenience of passengers. (307)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100

Need to extend Nimach-Kota broad gauge line in Ratlam Division of Western Railway upto Delhi. (308)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for expediting the construction work of Indore-Dohad rail line. (309)

Token

SHRI CHATTRAPAL SINGH (Bulandshahr) : I beg to move :

That the Demand under the Head Assets-Acquisition, Construction and Replacement (Pages - 101-114) be reduced by Rs. 100.

Need to lay double line from Lucknow to Delhi via Moradabad-Bareilly. (311)

That the Demand under the Head Assets-Acquisition, Construction and Replacement (Pages - 101-114) be reduced by Rs. 100.

Need to expand railway services in the National Capital Territory of Delhi. (312)

That the Demand under the Head Assets-Acquisition, Construction and Replacement (Pages - 101-114) be reduced by Rs. 100.

Need to run daily trains between Bulandshahr and Delhi via Khurja. (313)

That the Demand under the Head Assets-Acquisition, Construction and Replacement (Pages - 101-114) be reduced by Rs. 100.

Need to maintain proper cleanliness in trains and railway stations. (314)

Token

SHRI SURENDRA PAL PATHAK (Shahabad) : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to relay a railway line from Madhoganj railway station of Northern Railway to Sandi

and to extend it from Sandi to Farrukhabad. (335)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct a shed on platform Nos. 4 and 5 at Hardoi railway station on Northern Railway. (336)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide P.C.O. booth at Hardoi station. (337)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide cold water at Aujhi Shahabad railway station on Northern Railway. (338)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to attach on additional 11nd A.C. coach in 3049/3050, Howrah-Amritsar Express, 4057/4058 Kashi Vishwanath Express, 4049/4048 Gonda-Delhi Express and 4007/4008 Sadbhawana Express trains. (339).

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide more benches for passengers on railway platforms. (340)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to appoint Chowkidars at all unmanned railway crossings in Meeradabad division (341)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to augment manufacturing of sleeper and ordinary second class coaches. (342)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide pantry Car on 3151/3152 Sealdah-Jammu Tawi Express and 3005/3006 Amritsar-Howrah Mail trains. (343)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to convert Bareilly-Kaaganj-Mathura-Agra and Kanpur-Kasganj metre gauge line into broad gauge line. (344)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to convert Lucknow-Sitapur-Lakhimpurkheri-Gola Gokarannath-Pilibhit-Bareilly meter gauge rail line into broad gauge line of North-Eastern Railway. (345)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to lay a new railway line between Gola-Gokarannath and Shahajahanpur via Mohammdi and extend it upto Farrukhabad. (346)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide more amenities for passengers travelling in 1nd Class Compartments. (347)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide adequate safety in passenger trains especially during night. (348)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to deploy ticket checking staff at every railway station. (349)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to take necessary steps to make viable all non-viable rail lines. (350)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to attach Pantry Cars in all long distance passengers trains. (351)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to modernise and beautify Hardoi and Aujhi Shahabad railway stations of N R and Gola Gokarannath station of N.E. Railway. (352)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to construct an overbridge on Sitapur road crossing in Lakhimpurkhiri on N.E. Railway. (353)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to provide proper passenger amenities viz. drinking water, sanitation and toilets at Hardoi-Aujhi Shahabad and Gola-Gokarannath stations. (354)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need for early construction of platforms at Jung Bahadur Ganj, Mangalganj and Egawan railway station on N R. (355)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100

Need to take stern action against ticketless passengers. (356)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to construct more houses for railway employees. (357)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to provide proper medical facilities in passengers trains. (358)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to convert Balamau-Unnao rail line Balamau-Sitapur and Sitapur-Rauza rail lines into broad gauge for fast running trains. (359)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to allow travelling in sleeper class without reservation during day time keeping in view the rush of passengers and to increase the income of Railways. (360)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to run the trains on time (361)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to Introduce a new Express train from Bareilly to Bombay via Hardoi. (362)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to construct an over-bridge between Bilpur and Moranapur on National Highway No. 24. (363)

That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100.

Need to withdraw the increase in the fares of monthly season tickets. (364)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to adopt austerity measures in the expenditure of Railway Board. (367)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to stop retrenchment of railway employees in the name of modernisation. (368)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to root out widespread corruption in the Railways. (369)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide drinking water during summer in all the passenger trains. (370)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to restrict waiting list only upto the 10 per cent of the total seats in each class. (371)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to check entry of male passengers into ladies compartments. (372)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to lay more railway lines in Uttar Pradesh. (373)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to check travelling on the roofs of the trains. (374)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to complete all on going railway projects in the country within the stipulated time. (375)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to make available more wagons for supply of coal in Uttar Pradesh. (376)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct waiting room for traders at godown of Hardoi railway station. (377)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide sheds at platform Nos. 2 and 3 of Balamau station. (378)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to run a new train from Kanpur to Moradabad in Uttar Pradesh via Balamau, Hardoi and Bareilly. (379)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to restore the status of Jahanikhera railway halt to station in Uttar Pradesh. (380)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to extend the platforms of Hardoi and Onjhi Shahabad stations. (381)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide stoppage of 4007/4008 Sadbhawana Express, 3151/3152 Sealdah-Jammu Tawi and 4307/4308 Lucknow-Bareilly Express trains at Onjhi Shahabad. (382)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to electrify the Lucknow-Kanpur rail line. (383)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide quota of four berths in A.C. second class in 4057 Kashi Vishwanath Express and two berths in A.C. second class in 4058 Kashi Vishwanath Express at Hardoi station. (384)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide quota of two berths in 4057/4058 Kashi Vishwanath Express at Balamau station. (385)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to attach one A.C. three tier coach with 4057/4058 Kashi Vishwanath Express, 4229/4230 Lucknow-Delhi Mail, 3005/3006 Howrah-Amritsar Mail, 3151/3152 Sealdah-Jammu Tawi Express and other long distance mail and express trains. (386)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to take immediate steps to make available bedrolls free of cost to the Air-Conditioned three-tier passengers. (387)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to introduce an Express train from Sitapur to Delhi via Nemisharanya and Hardoi. (388)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to start Diesel Push pull service between Lucknow and Bareilly via Hardoi. (389)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to formulate a clear cut policy for completion of all the pending rail overbridges on national highways in a time-bound manner. (390)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to start an unreserved express train between Lucknow and Delhi via Moradabad. (391)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to extend 375/376 Delhi-Shajahanpur passenger train upto Lucknow. (392)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to undertake doubling of Hampur-Bareilly rail line. (393)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to undertake doubling of Ghaziabad-Moradabad rail line. (394)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to undertake electrification of Saharanpur-Lucknow rail line. (395)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to undertake electrification of Ghaziabad-Moradabad rail line. (396)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide stoppage of 3019/3020, Howrah-Kathgodam Express and 4231/4232, Lucknow-Saharanpur Express trains at Hardoi station. (397)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to appoint ticket collectors in all sleeper coaches to prevent entry of unauthorised persons. (398)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to provide computerised reservation facility at all major railway stations in U.P. (399)

That the Demand under the Head Asset-Acquisition, Construction, and Replacement (Pages 101 to 114) be reduced by Rs. 100.

Need to make adequate arrangements for the cleanliness of railway bogies. (400)

[English]

SHRI RAM NAIK (Bombay North) : I beg to move :

"That the demand under the head General Superintendence and Services on Railways (pages 9-16) be reduced to Re. 1."

/Failure to establish a separate autonomous Corporation for Mumbai (Bombay) Suburban Railway services./ (365)

"That the demand under the head General Superintendence and Services on Railways (pages 9-16) be reduced to Re. 1."

/Charging of increased fares to suburban railway service in Mumbai (Bombay) in spite of the profit for the last three years./ (366)

"That the Demand under the head Assets-Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Discriminatory and step-motherly treatment to Mumbai commuters in sanctioning Metropolitan Transport Projects./ (491)

"That the Demand under the head Assets-Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to sanction new projects for Metropolitan cities and also transfer of Nodal Ministry from Urban Development Ministry./ (492)

"That the Demand under the head Assets-Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to extend the Mumbai Suburban Railway System from Virar to Dahanu Road to cater to the increased commuter traffic./ (493)

"That the Demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to provide sufficient funds for projects included in Mumbai Suburban Railway System./ (494).

"That the Demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Charging for second class quarterly season tickets on Suburban Railways at 2.7 times instead of 2.5 times and four times of second class rates to first class commuters./ (495)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure in removing the tea and other stalls from the crowded suburban railway platforms in Mumbai to suitable places outside the platforms./ (496)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to develop communication system between the guard and the motorman and the control tower in respect of suburban service in metropolitan cities./ (497)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to provide 12 coach rake instead of 9 coach rake for Central and Western suburban railways of Mumbai./ (498)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to provide computerised reservation facilities to private travel agents in Mumbai (Bombay)./ (499)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced to Re. 1."

/Failure to provide foot-overbridges after closing the level crossings on the suburban railway system in Mumbai./ (500)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Re. 100."

/Need to avoid setting up new stalls on platforms of Mumbai Suburban Railway System./ (501)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Rs. 100."

/Need to provide mid-terminal facilities at Goregaon and Bhayandar railway stations of Western Railway suburban system./ (502)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Rs. 100."

/Need to provide new car shed either at Bhayandar or Virar for Mumbai suburban system of Western Railway./ (503)

"That the demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Rs. 100."

/Need to check the unauthorised persons staying at night on the platforms of suburban railway stations in Mumbai./ (504)

SHRI BRAJA KISHORE TRIPATHY (Puri) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to put forward any proposal of austerity in the expenditure of Railway Board./ (420)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to make any concrete provision for basic public amenities by the Railways./ (421)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to abandon the policy of privatisation of different sectors of Railways./ (422)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide better passengers amenities to the second class railway passengers and to increase the number of coaches./ (423)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to stop retrenchment of the railway employees in the name of modernisation./ (424)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to absorb the casual and temporary workers in the Railways./ (425)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce the freight charges on essential commodities like rice, wheat, kerosene and sugar./ (426)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to set up a separate Railway zone for Orissa and creation of a Division at Rourkala, Orissa./ (427)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to electrify Khadagpur to Khurda and Puri to Palasa route on S.E. Railway./ (428)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to introduce a new Express train between Puri-Tirupati and Puri-Bangalore on S.E. and Southern Railways./ (429)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide adequate funds for shifting of Administrative Office of S.E. Railway to Bhubaneswar, Orissa./ (430)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide adequate funds for smooth functioning of a full-fledged and an upgraded claim office at Bhubaneswar in Orissa./ (431)

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs 100."

/Need for early sanction of survey for construction of Puri-Khurda Road and Cuttack-Paradip double line in Orissa./ (432)

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need for early sanction of survey for construction of Gopalpur-Talcher line in Orissa./ (433)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs 100."

/Need to check widespread malpractices in the Railways./ (434)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to run trains in time./ (435)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide adequate security to railway passengers./ (436)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs 100"

/Need to maintain the lavatories in the railway compartments in proper condition./ (437)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to extend railway facilities to all areas to remove regional imbalances./ (438)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to withdraw unjustified increase in the fares of Monthly and Quarterly seasons tickets./ (439)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide accommodation facilities to all the railway employees./ (440)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to lay new rail lines in the country particularly in Orissa./ (441)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renew old railway tracks and undertake more electrification projects in Orissa./ (442)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to provide more amenities to the railway passengers./ (443)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to double the broad gauge line from Puri to Khurda road in Orissa./ (444)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to develop Puri Railway Station (Orissa) as a model station / (445)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to build overbridges and flyovers on the level crossings at National Highways and State Highways of Orissa./ (446)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to check malpractices in the construction work in the Railways./ (447)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to build overbridge on the level crossings at National Highway No. 5 near Bulugaon Railway Station on S.E. Railway./ (448)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct overbridge on the level crossing at Samajpur, State Highway No. 8 near Sakhigopal Railway Station of S.E. Railway./ (449)

[Translation]

SHRI RAJVEER SINGH (Aonia) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to construct an overbridge at Bareilly-Chaupula level-crossing. (450)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to provide stoppage of Sadbhavana Express at Aonia station. (451)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to give assurance to Izzatnagar rail factory. (452)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to open a Railway Inter College at Izzatnagar. (453)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to provide stoppage of Kissan Express at Pitambarpur and Bilpur railway stations. (454)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to construct an overbridge in Badaun. (455)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to construct a new bridge at Kachhala between Badaun and Kasganj in place of the old dilapidated Ganga bridge. (456)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to construct a new rail line between Chandoi and Farrukhabad via Bisoli, Wazirgari, Badaun and Dataganj (457)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to convert Mathura-Bareilly rail line into broad gauge. (458)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to run an Inter city Express between Bareilly and Delhi. (459)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to upgrade Izzatnagar railway hospital. (460)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to convert Bareilly to Laikuan rail line into broad gauge. (461)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to lay a broad gauge rail line from Lucknow to Laikuan. (462)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to introduce a new train between Bareilly and Bombay. (463)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Need to manufacture new bogies and wagons at Izzatnagar factory. (464)

[English]

SHRI MANABENDRA SHAH (Tehri Garhwal) : I beg to move :

"That the Demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Rs. 100."

/Need to construct a new rail line to link Rishikesh at Kansaraon with Haridwar-Dehradun line./ (505)

"That the Demand under the head Assets—Acquisition, Construction and Replacement (pages 101-114) be reduced by Rs. 100."

/Need to introduce direct train from Kathgodam to Kalka via Kotdwar/Nazibabad, Haridwar, Dehradun and Chandigarh./ (506)

SHRI SUDARSAN RAYCHAUDHURI (Serampore) : I beg to move :

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced to Re 1."

/Failure to withdraw the increase in fares of season tickets and freight rates./ (539)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to clean suburban platforms at Howrah, Sealdah Stations./ (540)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Bandel-Bardhaman, Bandel-Sealdah, Bandel-Naihati sections of Eastern Railway./ (541)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to take up new railway lines in West Bengal./ (542)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up conversion of Nabadwip Ghat-Shantipur, Bardhaman-Katwa, Ahmedpur-Katwa, BDR lines into broad gauge./ (543)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to provide hot-case and water cooler in A.C. 3 Tier coaches of Rajdhani Express./ (544)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to connect Tripura by rail./ (545)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to provide adequate number of Coach Attendant in Howrah bound Rajdhani Express / (546)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to complete new railway line between Bargachia to Munshirhat, S.E. Railway./ (547)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide 2nd up line between Howrah and Bandel, Eastern Railway./ (548)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide adequate passenger amenities at Howrah-Bandel, Eastern Railway./ (549)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide computerised reservation counter at Serampore, Seoraphulli, Chandannagar, Chuchurah and Bandel. (550)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to clear the project for construction of an under-pass at Konnagar railway station./ (551)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide ticket counter at eastern side of Konnagar railway station./ (552)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase number of EMU rakes at Howrah-Bargachia Section of S.E. Railway./ (553)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase of number of EMU trains at Sealdah Dankuni Section of Eastern Railway./ (554)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run EMU trains between Jirat and Howrah./ (555)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps for construction of double line between Seoraphulli and Tarakeswar./ (556)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line between Bandel and Katwa./ (557)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of new railway line from Tarakeswar to Bardhaman via Arambagh./ (558)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for early completion of Howrah-Amta-Chamodanga railway line in S.E. Railway./ (1210)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of new railway line to improve the backward areas of West Bengal./ (1211)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100"

/Need to protect the passengers property in running trains./ (1581)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100"

/Need to take steps to run a non-stop train between Howrah and New Delhi./ (1617)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to reduce the running time of Howrah, Rajdhani Express, Poorva Express and Kalka Mail./ (1618)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to run 2301-2302 daily and provide as many as stoppages to it as to Bhubaneswar Rajdhani Express./ (1619)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to provide stoppage of Bhubaneswar Rajdhani Express at Kharagpur./ (1620)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100"

/Need to introduce more Shatabdi Express from Howrah towards different routes./ (1621)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to run proposed weekly train between Howrah and Guwahati and between Howrah and Varanasi daily./ (1622)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to take up electrification of Krishnanagar-Lalgola, Adra-Midnapore, Barasat-Hansnabad, Andal-Sainthia, Khana-Sainthia, Malda-New Jalpaiguri and Ranaghat-Gede sections immediately./ (1623)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to introduce EMU service between Jirat and Howrah, between Bandel and Sealdah, between Kharagpur and Sealdah, Kharagpur and Barddhaman, Bandel and Ranaghat, Howrah and Sealdah via Belanagar./ (1624)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

/Need to increase the frequency of EMU service between Bandel and Barddhaman, between Barddhaman and Sealdah via Bandel, Naihati, between Seoraphuli and Howrah, between Seoraphuli and Tarakeshwar, Dankuni and Sealdah and Bandel and Howrah./ (1625)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of a railway line from Bankura to Durlabhpur./ (1626)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to take up conversion of Radhikapur-Barsol MG line into broad gauge immediately to develop the backward areas./ (1627)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to connect Siliguri with broad gauge line and convert New Jalpaiguri-Siliguri section into BG./ (1628)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to take up construction of Budge Budge-Namkhana railway line immediately./ (1629)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to expand railway network in West Bengal to meet the growing demand of the industries as well as the people of West Bengal./ (1630)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide modern lights at all stations between Howrah and Asansol./ (1631)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up conversion of Ahmedpur-Katwa NG line into broad gauge immediately./ (1632)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up construction of a new railway line from Krishnanagar to Berhampore via Karimpur in West Bengal./ (1633)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to extend railway line from Tarakeswar to Arambagh./ (1634)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of a new railway line from Barddhaman to Katwa or take up conversion of Barddhaman-Katwa NG line into BG immediately./ (1635)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to allot more funds to complete the Eklakhi-Balurghat railway line immediately./ (1636)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up construction of new railway line from Barddhaman to Tarakeswar via Arambagh immediately./ (1637)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to extend Circular Railway system at Calcutta from Princep Ghat to Majerhat thereby complete the circle./ (1638)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line for entire stretch of Circular Railway at Calcutta and electrify the entire stretch./ (1639)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to extend Metro Railway from Tollyganj to Garia and start 2nd and 3rd Phase of this railway immediately./ (1640)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allot more funds for Digha-Tamluk Railway line and complete the project immediately./ (1641)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start Himalayan Railway between New Jalpaiguri and Darjeeling and modernise the section to attract more tourists./ (1642)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to expedite the construction of double line between Khana and Sainthia section of Eastern Railway./ (1643)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line between Bandel and Katwa, between Sheraphull and Tarakeswar, between Barasat and Bongaon, between Andal and Sainthia, between Aasansol and Burnpur, between Barulpur and Lakhikantapur, between Barulpur-Diamond Harbour, between Sonarpur-Canning, Between Ranaghat-Lalgola./ (1644)

PROF. SUSANTA CHAKRABORTY (Howrah) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce freight charges and season ticket fares of suburban section./ (571)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reintroduce special concessional rate of fare for suburban tickets and season tickets./ (572)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

/Failure to take up construction of new railway lines in West Bengal./ (590)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

/Failure to take up early conversion of NG/MG lines of West Bengal into a broad gauge

i.e. Shantipur-Nabadweepghat, Ahmedpur-Katwa, Barddhamen-Katwa, BDR lines Siliguri-New Jalpaiguri, Siliguri-Alipurduar Junction and Radhikapur Boroal railway lines./ (591)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide Circular Railway from Howrah to Ramkotopur-Shibpurchar-Shalimar-Santragachi-Bhatnagar-Balanagar-Bally-Belur-Liluah to Howrah./ (592)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide smaller Circular Railway from Howrah to Tikiapara-Santragachi-Shalimar-Shibpurchar-Ramkotopur to Howrah./ (593)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps to complete the missing link between Princep-Ghat to Majerhat section of circular Railway at Calcutta./ (594)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line for entire stretch of Circular Railway, Calcutta./ (595)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up electrification to entire stretch of Circular Railway, Calcutta so that EMU rakes directly enter the Circular Railway system./ (596)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce DMU coaches in Circular Railway, Calcutta until its electrification./ (597)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct a fly-over at Mourigram and Ramrajatala Stations of S.E. Railway./ (598)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start the 2nd and 3rd phases of Metro Railway project in Calcutta./ (599)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for early completion of Eklakhi-Belurghat, Digha-Tamluk Railway line./ (600)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up electrification of Kharagpur-Bhubaneswar line./ (601)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up electrification of Adra-Midnapore section of S.E. Railway./ (602)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start immediately construction of Howrah-Amte-Bargachia line./ (603)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start immediately construction of Howrah-Seakhalia railway line / (604)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps for construction of road overbridge at Santragachi station S.E. Railway to enable the people to make full use of the Vidyasagar Setu./ (605)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start construction of 3rd line between Panakura and Kharagpur S.E. Railway./ (606)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start construction of 4th line between Tikiapara and Panakura, S.E. Railway./ (607)

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps for introduction of passenger train services (EMU) from Kharagpur to Sealdah of Eastern Railway via Andul-Dankuni Chord line./ (608)

SHRI RAMGHANDRA MAROTRAO GHANGARE (Wardha) : I beg to move :

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to stop thefts, snatching and dacoity in running trains and to provide adequate safety to the passengers./ (573)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to pay allowance to Station Masters and other staff connected with running of trains./ (574)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide adequate number of coach Attendants in Howra-Rajdhani Express./ (575)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to print reservation/cancellation requisition slips in regional languages also./ (576)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide better and quick railway facilities between Howrah and Bombay./ (577)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to Provide a night chowkidar on Gate No. 19 between Yenora and Nagri Stations on Wardha-Ballarsha section./ (578)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce express trains between Howrah to Surat and between Howrah to Bhopal./ (579)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to reduce running time of Gitanjali Express./ (580)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce express train between Howrah and Bombay Central./ (581)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to attach A.C. 3 tier coaches with Howrah-Bombay Mail and Gitanjali Express./ (582)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to depute Train Superintendents in long distance trains./ (583)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide stoppage of Gitanjali Express at Wardha./ (584)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to introduce a Rajdhani type train between Howrah and Bombay./ (585)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide stoppage of A.P. Express and Timili Nadu Express at Wardha East station./ (586)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide stoppage of trains going to and from Gorakhpur at Warora./ (587)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to provide stoppage of Vidharbha Express at Chandur./ (588)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce a fast passenger train between Nagpur and Bhusaval./ (589)

PROF. MALINI BHATTACHARYA (Jadavpur) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide regular orders for wagon industry particularly those located in West Bengal./ (609)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce freight charges and season ticket fares./ (610)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to prevent train accidents and derailments./ (611)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to provide timely compensation to next-of those killed in railway accidents./ (612)

"That the demand under the head Assets-

Acquisition, Construction and Replacement be reduced to Re. 1."

/Failure to provide basic passenger amenities on local trains in Howrah, Saaldah and Kharagpur sections./ (613)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

/Failure to take up gauge-conversion of Nabadwipghat-Shantipur, Ahmadpur-Katwa, Bardhaman-Katwa, BDR line, Siliguri-New Jalpaiguri, Siliguri-Alipurduar Junction and Borsol-Radhikapur line into broad-gauge in West Bengal./ (614)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to recruit more ticket checking staff thereby increasing revenue./ (615)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide railway lines for the State of Tripura./ (616)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to conduct regular checking of those areas where counter-sale is less./ (617)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide adequate funds for Eklakhi-Balurghat, Digha-Tamluk, Howrah-Amra railway projects of West Bengal./ (618)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to extend Metro Railway in Calcutta./ (619)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide adequate funds to complete the missing link between Princep Ghat and Majerhat section of Circular Railway in Calcutta./ (620)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Howrah and Sealdah divisions of Eastern Railway./ (621)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide circular Railway for Howrah using the existing lines./ (622)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide better railway facilities to tourists places of West Bengal./ (623)

SHRI HANNAN MOLLAH (Uluberia) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw increase on season tickets and suburban fares./ (624)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce passenger fares of New Jalpaiguri-Darjeeling section / (625)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to complete Howrah-Amra, Howrah-Seakha and Howrah-Champadanga broad gauge line under S.E. Railway./ (626)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up conversion of NG/MG lines of West Bengal into BG on Shantipur-Nabadweepghat, Ahmedpur-Katwa-Bardhaman-Katwa, BDR line, New Jalpaiguri-Siliguri, Siliguri-Alipurduar Junction and Radhikapur Barsol sections / (627)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up construction of double line for entire stretch of Circular Railway at Calcutta to enable EMU trains to enter Circular Railway system./ (628)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to provide any attention for construction of new railway lines in West Bengal to provide better railway facilities to the industries which are coming up in different parts of the State./ (629)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to connect remote and tribal areas of West Bengal by railway net-work./ (630)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to provide better suburban services in Calcutta and Kharagpur Divisions./ (665)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1"

/Failure to declare suburban areas up to Asansol./ (666)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1"

/Failure to connect all district headquarters of West Bengal by railway network./ (667)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to start construction of 3rd railway line between Panskura and Kharagpur, S.E. Railway./ (668)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of 4th railway line between Howrah and Panskura, S.E. Railway./ (669)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to complete construction of Shalimar Terminal Station for EMU service./ (670)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run local trains in time in Howrah, Sealdah, Kharagpur, Asansol Divisions and also to check late running of trains./ (671)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to increase number of EMU locals in Howrah-Kharagpur, Howrah-Bardel, Howrah-Bardhaman, Sealdah-Ranaghat, Sealdah-Bardel and Sealdah-Bardhaman section./ (672)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce more EMU locals between Howrah and Barrachia, between

Howrah and Uluberia and between Howrah and Bagnan under S.E. Railway./ (673)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce more local trains in Howrah, Sealdah, Kharagpur, Asansol and Malda Divisions so as to facilitate growing number of passengers./ (674)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to increase speed of EMU locals in Howrah-Barrachia section of S.E. Railway./ (675)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run EMU locals between Kharagpur-Dankuni-Sealdah and Haldia-Dankuni-Sealdah via Andul./ (676)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run EMU locals between Kharagpur and Bardel and between Kharagpur and Bardhaman./ (677)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to connect platform No. 1 to 21 at Howrah station by an overbridge./ (678)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide electronic arrival/departure and train information boards at Howrah, Sealdah, Kharagpur, Bardhaman, Durgapur and Asansol stations./ (679)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct approach road connecting Howrah station with new Vidyasagar Setu (2nd Hooghly bridge)./ (680)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct overbridges at Liliuh, Riahra, Bagnan and Mourigram railway stations./ (681)

"That the demand under the head assets-

acquisition, construction and replacement be reduced by Rs. 100."

/Need to stop harassment of railway hawkers./ (682)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide licences to the Hawkers in local trains and at railway stations./ (683)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run EMU locals in Kharagpur division during peak hours after 10 minutes interval./ (684)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to construct a new BG line by extending it from Uluberia to Shyampore in the Howrah district of West Bengal./ (685)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide Circular Railway system from Howrah to Ramkistopur-Shibpurchar-Shalimar-Santragachi-Bhantanagar-Bela nagar-Bally -Belur-Liluah to Howrah./ (686)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps for a smaller Circular Railway from Howrah to Tikkapara-Santragachi-Shalimar-Shibpurchar-Ramkistopur to Howrah./ (687)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide sheds and other passenger amenities at Platform No. 15 of Howrah station./ (688)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to remodel and renovate Andul, Bauria, Uluberia and Bagnan stations of Kharagpur Division, S.E. Railway./ (689)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide ladies toilets in all stations under Howrah, Sealdah, Kharagpur, Asansol and Malda Division./ (690)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct cycle stand at all railway stations of Kharagpur division, S.E. Railway./ (691)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line between Andul and Sainthia section of Eastern Railway/ (692)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run passenger trains between Bolpur (Shantiniketan) and Asansol and between Bardhaman and Purulia./ (693)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Asansol-Bardhaman section and Asansol-Adra section./ (694)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to set up car-shed for maintenance of EMU rakes at Bardhaman and Asansol./ (695)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to allot more funds to complete the construction of car-shed at Bandel./ (696)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run more EMU locals between Bardhaman-Sealdah, between Bandel-Bardhaman, Dankuni-Sealdah, Bardhaman-Howrah (Chord line), Bandel-Sealdah, Asansol-Adra and Asansol and Bardhaman sections./ (697)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to repair, restore and develop approach roads from each railway stations

under Kharagpur Division, S.E. Railway./ (698)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to improve suburban booking facilities at Howrah for S.E. Railway passengers./ (699)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to improve the conditions of Railway Stations under Howrah, Sealdah, Kharagpur, Malda and Asansol Divisions by providing all passengers amenities./ (700)

SHRI HARADHAN ROY (Asansol) . I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to declare Bardhaman-Asansol section of Eastern Railway as suburban section./ (701)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce expenditure of Railway Board and allot the same for new lines, doubling, electrification and passenger amenities./ (702)

"That the demand under the head Railway Board be reduced to Re. 1"

/Failure to give adequate order for wagons to the wagon manufacturing units of West Bengal./ (703)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to give more orders to Chittaranjan locomotive works (CLW) to manufacture more electric locos for the country./ (704)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the proposed hike in freight rates./ (705)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to bring down suburban fares as well as 2nd class ordinary fares to the level of 1990./ (706)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw proposed hike in season tickets fares./ (707)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to recruit more ticket checking staff and to depute them to those areas where ticketless travelling is more and window sale is less./ (708)

"That the demand under the head Operating Expenses-Traffic be reduced by Re. 100."

/Need to provide adequate light and fans in local trains./ (740)

"That the demand under the head Operating Expenses-Traffic be reduced by Re. 100."

/Need to provide adequate security staff and Coach Attendants in all sleeper classes of long distance trains for safety of the passengers./ (741)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to improve all the stations between Barakar and Bardhaman./ (742)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to renovate Kulti Asansol, Durgapur, Raniganj, Andul, Khana and Bardhaman stations of Eastern Railway in view of the growing rush./ (743)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to take steps for providing adequate drinking water at all railway stations between Barakar and Bardhaman./ (744)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to take steps to clean all stations and platforms regularly under Howrah, Sealdah, Kharagpur and Asansol Divisions./ (745)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to raise the level of railway platforms of Kulti, Andul, Galai, Rajbadh, Talit stations of Eastern Railway./ (746)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to construct long platforms at Bardhaman, Durgapur, Raniganj, Andul, Asansol stations to accommodate 24/26 coach trains./ (747)

"That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced by Re. 100."

/Need to replace all old coaches of trains operating from Howrah, Sealdah and New Jalpaiguri./ (748)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide more trains from Howrah to New Delhi in view of the growing rush./ (749)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to change departure time of Poorva Express and Kalka Mail from Howrah and reduce their running time./ (750)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to cover Howrah-Delhi/New Delhi by Poorva Express and Kalka Mail in 20 hours./ (751)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to run 2381/2382 Mughalsarai to Allahabad direct instead of Mughalsarai-Varanasi-Allahabad./ (752)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to cover Howrah-New Delhi distance in 14 hours by Rajdhani Express./ (753)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide staff quarters to all railway employees./ (754)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide modern medical facilities to all railway staff and latest equipments in all Railway Hospitals./ (755)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to expedite all pending compensation cases of Howrah, Sealdah and Asansol Divisions of Eastern Railway./ (756)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to pay compensation for losses incurred during train journeys due to inadequate security./ (757)

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to ensure good quality of food items supplied by private catering contractors to the passengers./ (758)

"That the demand under the head Railway Board be reduced to Rs. 1."

/Fallura to withdraw Railway Board's directive in regard to issue of MST facilities to long distance passengers i.e. beyond 150 Kms./ (877)

"That the demand under the head Railway Board be reduced to Rs. 1."

/Failure to place wagon order on the wagon manufacturing units of West Bengal thereby threatening their existence and job security of thousand of workers / (878)

"That the demand under the head Repairs and maintenance of Carriages and Wagons be reduced by Rs. 100."

/Need to set up a Car Shed at Asansol to carry out repair and maintenance work of EMU coaches./ (879)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100"

/Need to provide one CA (Coach Attendant) in all sleeper coaches in addition to the T.T.E./ (880)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to open more reservation counters at Asansol railway station during peak hours./ (881)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to include highly popular tourist routes namely Calcutta-Digha, Calcutta-Sunderban Calcutta-Palasi-Murshidabad, Calcutta-Bhubaneswar-Puri, Calcutta-Bishnupur, Calcutta-Bolpur-Shantiniketan, Calcutta-Malda-Gour, Calcutta-Asansol-Maithon-Topchachi, NJP-Darjeeling-Kurseong-Kalimpong, NJP-Mirik-Jaldapara-Coochbehar, NJP-Gangtok in the weekend holiday programme./ (882)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100"

/Need to set up a fire station in each Divisional Headquarters from safety point of view./ (883)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to launch intensive public awareness drive to inform the passengers about the hazards of carrying inflammable goods and articles on trains./ (884)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide fire extinguisher in each coach from safety point of view./ (885)

"That the demand under the head Operating Expenses-Traffic be reduced by Re. 100."

/Need to provide instant Action Groups in all long distance trains./ (886)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide a Train Superintendent in all long distance trains./ (887)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to include Calcutta-Bhubaneswar-Puri, Calcutta-Shantiniketan-Malda-Gour-Murshidabad, NJP-Darjeeling-Kalimpong-Kurseong-Gangtok, Calcutta-Gaya-Nalanda-Varanasi on the Place on Wheel Project of Indian Railways./ (888)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to expand and modernise Coach Terminal facilities at Asansol Yard./ (890)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to abolish RAC system in all classes./ (1129)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to issue 10% waiting list according to capacity of each class./ (1130)

"That the demand under the head Railway Board be reduced by -Rs. 100."

/Need to take steps for opening of a Railway Catering unit of Eastern Railway at Raniganj station./ (1140)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs 100"

/Need to introduce a fast express train from Kharagpur to New Delhi via Adra-Burnpur-Asansol./ (1150)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce a fast express train from Kharagpur to Amritsar via Bankura-Adra-Burnpur-Asansol-Dhanbad./ (1151)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to take steps for introduction of passenger train between Asansol and Suri, district headquarters of Birbhum./ (1152)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up construction of railway line between Lalgaon and Farakka with an over-bridge on Bhagirathi river thereby providing another route to North Bengal./ (1160)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Asansol-Bardhaman section and thereby replace all the outdated conventional rakes./ (1181)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide stoppage of 2301/2302 and 2305/2306 at Asansol./ (1501)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide stoppage of proposed Shatabdi Express between Howrah and Rourkela at Kharagpur./ (1502)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide stoppage of Rajdhani Express at Kharagpur./ (1503)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce Rajdhani Express between Howrah and Bombay, Howrah-Madras and between Howrah and Guwahati./ (1504)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to run express train between New Jalpaiguri and Bhubaneswar/Puri./ (1505)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to run passenger trains between Suri and Asansol and between Bolpur and Asansol./ (1506)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Re. 1."

/Failure to include any NG/MG lines of West Bengal under "Project Unigauge" as recommended by the West Bengal Legislative Assembly./ (1595)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct fly-overs at Panegarh, Kajora, Harishpur, Kulti; Salanpur, Rupnarayanpur, Topsi, Ukhra; Pandabeswar railway stations./ (1596)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run more express trains in Andal-Barabanki-Sitarampur section of Eastern Railway./ (1597)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to set up Electric Loco Sheds at Howrah and Asansol to maintain high speed locos i.e. WAP 1, WAP 4, etc. / (1598)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allot more funds to rebuild BNR Bridge (ROB No. 533) between Asansol and Burnpur S.E. Railway./ (1599)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct more platforms at Asansol railway station./ (1600)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up remodelling of yard and expand and modernise Coach Terminal facilities at Asansol./ (1601)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for second entry from North side of Asansol railway station./ (1602)

DR. SUDHIR RAY (Burdwan) : I beg to move :

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to withdraw enhanced freight rate and suburban season tickets./ (759)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to place more order for electric locos at CLW./ (760)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to reinstate all retrenched railway employees immediately./ (761)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to provide licences to all the hawkers at railway stations./ (762)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to reduce expenditure of Railway Board./ (763)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to fill-up all the existing vacancies of General Managers immediately./ (764)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to raise the level of platforms at Kulti, Andal, Rajbandh, Galsi, Talit, Paraj, Khana under Asansol Division of Eastern Railway./ (765)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to make necessary arrangements to provide drinking water at all railway stations between Barakar and Bardhaman./ (766)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to take steps for daily cleaning of all Railway Stations and platforms between Howrah and Barakar./ (767)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to cover the distance between Howrah and Asansol within three hours by Black Diamond, Coalfield and Asansol Express trains./ (768)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to maintain punctuality of all trains under Eastern Railway./ (769)

"That the demand under the head Operating Expenses-Traffic be reduced by Re. 100."

/Need to take appropriate steps to reduce rail accidents and derailments./ (770)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to increase reservation quota in all trains passing via Bardhaman, Durgapur, Raniganj and Asansol./ (771)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

/Failure to connect Asansol computerised reservation centre with satellite so that return reservation facilities could be made available there./ (772)

'That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up electrification of Andal-Sainthia section of Eastern Railway immediately / (773)

That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs 100"

/Need to include Bardhaman-Katwa, Admedpur Katwa, Shantipur-Nabadwip Ghat, Bankura-Damodar Railway line, NJP-Siliguri, Siliguri-Alipurduar Junction and Barsoi and Radhikapur sections under the uni-gauge programme / (774)

That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs 100

/Need to take up construction of double line between Andal and Sainthia of Eastern Railway immediately / (775)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100

/Need to take up construction of double line between Bandel and Katwa of Eastern Railway / (776)

That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs 100

/Need to provide more EMU rakes for Bardhaman-Asansol section of Eastern Railway / (777)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100

/Need to introduce an express train between Howrah and Chittaranjan / (778)

'That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up modernisation and renovation of Bardhaman, Raniganj and Asansol Railway Stations / (779)

'That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to construct Yatri Niwas at Bardhaman, Durgapur Asansol, Bolpur Tarakeswar, Murshidabad Diamond Harbour Sealdah and New Jalpaiguri / (780)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take steps for construction of a road over-bridge at Liluah level crossing / (781)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for computerised reservation facilities at Bardhaman Durgapur, Raniganj and Bandel / (782)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to make available return journey facilities at Asansol / (783)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to increase the number of reservation counter at Howrah and Calcutta for return journey tickets / (784)

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs 100"

/Need to introduce a superfast train between Howrah and New Delhi / (785)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100

/Need to attach A C 3 tier coaches with Kalka Mail, Poorva Express, Darjeeling Mail Kanchanjunga Express, Amritsar Mail, Himgiri Express and Gitanjali Express / (786)

'That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to introduce Shatabdi Express between Howrah and New Jalpaiguri / (787)

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs 100"

/Need to introduce Rajdhani Express between Howrah-Bombay and Howrah-Guwahati / (788)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take steps for setting up Garshed at Asansol for maintenance of EMU rakes / (789)

'That the demand under the head Assets-

Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allot more funds to complete electrification of Adra-Midnapore section of S.E. Railway./ (790)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Asansol-Adra section of S.E. Railway./ (791)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line between Asansol and Burnpur, S.E. Railway./ (792)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide halt station at Asansol Court between Asansol and Burnpur section of S.E. Railway./ (793)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allot more funds for rebuilding of BNR brige (ROB No. 533) between Asansol and Burnpur./ (794)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct long platforms at Barddhaman, Durgapur, Raniganj, Asansol stations to handle 24/26 coaches trains./ (795)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase number of platforms at Barddhaman and Asansol Railway Stations./ (796)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to enhance emergency quota in the trains at Barddhaman and Asansol Railway Stations./ (797)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide emergency quota in the trains at Surat Railway Station./ (798)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to set up a Coach manufacturing unit in West Bengal to meet the demand./ (799)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run Train No. 381 UP to Sainthia instead of Rampurhat or provide connecting train to meet the necessity of passengers desire to go to Sainthia, Andal and Asansol./ (800)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce passenger train between Bolpur and Asansol to meet the longstanding demand of the people of West Bengal./ (801)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to make provision for companion instead of attendant and provide accommodation in same class with privilege pass holders./ (1608)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure to provide four berths in AC 3 Tier or two berths in AC 2 Tier in Rajdhani Express to privilege pass holders instead of two and one respectively./ (1609)

SHRI SUBRATA MUKHERJEE (Raiganj) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to take up conversion of Silguri to Guwahati via Alipurduar Jn. MG line into BG line and thereby fulfil the demand of the people of West Bengal and Assam./ (849)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to expand the railway net-work in Coochbehar district of West Bengal./ (850)

"That the demand under the head Railway Board be reduced by Ra. 100."

Need to take up construction of a railway line from Moyanguri to Changia Bandha-Mathabanga-New Coochbehar./ (851)

"That the demand under the head Railway Board be reduced by Ra. 100."

Need to run passenger train from New Coochbehar to Dhubri via Tuf. (852)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to take steps for conversion of metre gauge line from New Coochbehar to Gitaldah into broad gauge immediately./ (853)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to provide stoppage of Rajdhani Express at Kishanganj./ (854)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to take steps to introduce an express train between Coochbehar and Calcutta daily./ (855)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to introduce an express train from New Jalpaiguri to Calcutta in the morning and back in the evening same day./ (856)

"That the demand under the head Railway Board be reduced by Rs. 100"

Need to run proposed weekly train between Howrah and Guwahati daily to meet the growing demand of the people./ (857)

"That the demand under the head Railway Board be reduced by Rs 100"

Need to provide stoppage of N.E. Express and Brahmaputra Mail at Dalkola station./ (858)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to introduce a superfast train from New Jalpaiguri to Purulia via Durgapur-Asansol-Burnpur-Adra / (859)

"That the demand under the head Railway Board be reduced by Rs 100"

Need to take immediate steps to abolish RAC system in all classes./ (860)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to provide free linen in all Sleeper Class coaches./ (861)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to attach A.C. 3 tier coaches with Darjeeling Mail, Kanchanjungha Express and Kamrup Express./ (862)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to take steps for conversion of

Radhikapur-Barsol metre gauge line into broad gauge./ (863)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to introduce passenger trains for all district headquarters of West Bengal./ (864)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to increase the funds to complete Eklakhi-Balurghat railway line at the earliest./ (865)

SHRI ANIL BASU (Arambagh) : I beg to move :

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to take immediate steps to provide hot-case, water cooler and linen room in A.C. 3 tier coaches./ (866)

"That the demand under the head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100."

Need to allot adequate funds to complete the construction of carshed at Bandel./ (867)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide Coach attendants in A.C. 3 tier coaches of Howrah Rajdhani Express daily./ (868)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of double line between Sheoraphuli and Tarakeswar./ (869)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up conversion of BDR line into broad gauge and extend it up to Tarakeswar via Arambagh./ (870)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take up construction of railway line from Bardhaman to Tarakeswar via Arambagh immediately thereby providing another route to Howrah/ (871)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

Need to provide more EMU coaches for Bandel-Hawrah, Bandel-Sealdah, Bandel-Bardhaman, Sealdah-Bardhaman,

Barddhaman-Howrah sections of Eastern Railway./ (872)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Re. 100."

/Need to take steps to run EMU rakes between Jirat and Howrah./ (873)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take immediate steps to run EMU local between Kharagpur and Sealdah v/a Dankuni./ (874)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce a superfast train between Howrah and New Delhi./ (875)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce Shatabdi Express between Calcutta and New Jalpaiguri immediately./ (876)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to withdraw enhanced fare on season tickets on suburban section./ (891)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to stop selling of rolling stocks and railway tracks on Mughal Sarai Marshalling Yard in the name of Scrap. (892)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce A.C. wagons for transport of value added items. (893)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to set up full-rake capacity goods yards at Tarakeswar Railway station of Howrah Division of Eastern Railway./ (894)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to take steps for short distance goods booking so as to earn more revenues./ (895)

"That the demand under the head Railway Board be reduced by Re. 100."

/Need to withdraw Railway Board's directives in regard to issue of MST facilities to long

distance passengers i.e. beyond 150 Kms./ (896)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to make attendant as companion and provide accommodation in same class with privilege pass holders./ (897)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to provide four berths in A.C. 3 Tier or two berths in A.C. 2 Tier in Rajdhani Express to privilege pass holders instead of two and one./ (898)

"That the demand under the head Operating Expenses-fuel-be reduced by Rs. 100."

/Need to haul 2305/2306 with electric locos between Howrah and Asansol so as to save fuel./ (899)

"That the demand under the head Assets-Acquisition, Construction and Replacement - be reduced by Rs. 100."

/Need to provide more EMU rakes for Bandel-Howrah section of Eastern Railway./ (900)

"That the demand under the head Assets-Acquisition, Construction and Replacement - be reduced by Rs. 100."

/Need to run 2301/2302 daily and provide as many stoppages to it as Bhubaneswar Rajdhani Express./ (901)

"That the demand under the head Assets-Acquisition, Construction and Replacement - be reduced by Rs. 100."

/Need to introduce express train between South Bengal and North Bengal connecting Purulia, Adra, Asansol, Raniganj and Durgapur./ (902)

[Translation]

Disapproval of Policy

PROF. RASA SINGH RAWAT : I beg to move

That the demand under the head Railway Board be reduced to Re. 1

Failure to withdraw the proposed increase in the freight rates. (903)

That the demand under the head Railway Board be reduced to Re. 1

Failure to achieve the targets in respect of transportation by the Railways. (904)

That the demand under the head Railway Board be reduced to Re 1

Failure to streamline the functioning of Railway Selection Boards. (905)

That the demand under the head Railway Board be reduced to Re. 1

Failure to make Railway Administration and railway services more efficient and effective. (906)

Token

That the demand under the head Railway Board be reduced by Rs. 100.

Need to make Railway Consumers' Advisory Committees more effective and efficient (907)

That the demand under the head Railway Board be reduced by Rs. 100

Need to avoid retrenchment of railway employees and also to lift ban on new recruitments (908)

That the demand under the head Railway Board be reduced by Rs. 100

Need to reorganise all the railway divisions and zones in the country (909)

That the demand under the head Railway Board be reduced by Rs. 100

Need to extend the computerised reservation facilities at Ajmer so as to connect it with Ahmedabad, Bombay, Delhi and all other prominent stations of the country (910)

That the demand under the head Railway Board be reduced by Rs. 100

Need to develop the Ajmer railway station as a model railway station (911)

That the demand under the head Railway Board be reduced by Rs. 100

Need to extend and develop the Beawar, Kishangarh, Nasirabad, Vijaynagar, Bandanwara, Mangliyawas, Dauria Mawar stations as per their requirements (912)

That the demand under the head Railway Board be reduced by Rs. 100

Need to construct Rail Yatri Niwas at Ajmer (913)

That the demand under the head Railway Board be reduced by Rs. 100

Need to provide gatemen at all unmanned railway crossings (914)

That the demand under the head Railway Board be reduced by Rs. 100

Need to make Ajmer, as a new Zonal Headquarters of railways (915)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100"

Need to retain the Accounts Office of Western Railway at Ajmer (916)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need to ensure proper safety and protection of railway assets. (917)

That the demand under the head Railway Board (Pages 1-4) be reduced by Rs. 100."

Need to give proper encouragement to sports persons in railway service (918)

That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100"

Need to conduct survey of Ajmer-Pushkar-Peesaganj-Jaitaran-Jodhpur track (919)

That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100"

Need to undertake conversion of Ajmer-Chittor-Ratlam-Khandwa and Ajmer-Chittor-Udaipur metre gauge line into broad gauge line (920)

That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100"

Need to conduct a survey of Ajmer-Kakarli-Deoli-Bundi-Kota section so as to connect it by a rail link with Divisional Headquarters at Ajmer and Kota (921)

That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100"

Need to take up survey and construction work to connect Ajmer-Pushkar-Merta and Ajmer-Kishangarh-Rupangarh-Parbatsar-Makrana by rail (922)

That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100"

Need to take up survey to connect 'Beawar-Jawaja-Bhim-Barar-Deogarh' by a rail link (923)

That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100.

Need to check passengers travelling without tickets (924)

That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100

Need to check increasing rail accidents. (925)

That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100

Need to check irregularities in railway reservations. (926)

That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100

Need to ensure the safety of life and goods of railway passengers. (927)

That the demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100.

Need to dispose of scrap worth crore of rupees lying with the railways for past so many years. (928)

That the demand under the Head Repairs and Maintenance of Motive Power be reduced by Rs. 100.

Need to start the repair and maintenance work of broad gauge diesel engines at loco factory, Ajmer. (929)

That the demand under the Head Repairs and Maintenance of Motive Power be reduced by Rs. 100.

Need to make the loco running shed staff expert in diesel engines work. (930)

That the demand under the Head Repairs and Maintenance of Motive Power be reduced by Rs. 100.

Need to manufacture small machinery parts of railway engines at Ajmer loco factory. (931)

That the demand under the Head Repairs and Maintenance of Motive Power be reduced by Rs. 100.

Need to improve and develop properly the oldest Loco and Carriage factory of Western Railway at Ajmer. (932)

That the demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100.

Need to start the work of manufacturing new passenger coaches and goods wagon at carriage factory Ajmer. (933)

That the demand under the Head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100.

Need to modernise signalling system on Delhi-Ahmedabad main line. (934)

That the demand under the Head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100.

Need to adopt latest technology in tele-communication and signal system in the railways. (935)

That the demand under the Head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100.

Need to enhance the working capacity of Loco-sheds by replacing the obsolete machinery by new one. (936)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to ensure punctuality in running the trains. (937)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to run Ajmer-Beawar, Ajmer-Marwar Junction, Ajmer-Naairabad-Vijaynagar, Ajmer-Mehasana trains regularly as before. (938)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to introduce a superfast train from Ajmer to Agra Fort. (939)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to extend the proposed inter-city express between Delhi-Jaipur upto Ajmer. (940)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to increase the speed of Delhi-Udaipur Chetak Express. (941)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100

Need to introduce a local passenger train between Ajmer and Delhi. (942)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to reschedule the timing of Meenakshi Express (Jaipur-Kachiguda) and operate it between Ajmer and Kachiguda only. (943)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to introduce inter-city trains between Ajmer-Udaipur, Ajmer-Bikaner and Ajmer-Jaipur. (944) .

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to run Delhi-Ahmedabad Mail, Delhi-Jodhpur Mail, superfast (Ashram) Express, Jayanti-Janata and Delhi-Ahmedabad 3 up/ 4 up trains as before. (945)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100

Need to extend Shatabdi Express (Delhi-Jaipur) upto Ajmer. (946)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100

Need to run an inter-city Express between Ajmer and Jaipur keeping in view the heavy rush of traffic on National Highway No. 8. (947)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to extend Puja Express (Jammu Tawi-Jaipur) upto Ajmer. (948)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to start a local passenger train between Delhi and Ajmer. (949)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to start new Express trains between Ajmer-Amritsar Ajmer-Lucknow, Ajmer-Chandigarh and Ajmer-Bikaner. (950)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to attach two additional bogies in Marudhar Express for Ajmer. (951)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to ensure reservation quota for Ajmer in all the trains leaving from Jaipur to Bombay and Howrah etc. (952)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to effectively implement measures of safety, security and punctuality in railway services. (953)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to ensure timely and safe transportation of goods/materials carried in railway wagons. (954)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide booking counter facilities at Mokhampura between Vijay Nagar and Singawal stations on Ajmer-Khandwa section in Ratlam division. (955)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to increase the reservation seats for Nasirabad from 2 berths to 8 berths in 7569 UP, running between Ajmer and Kachiguda. (956)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to increase the reservation quota for Ajmer on Ahmedabad-Bombay 9006 UP Sourashtra Mail. (957)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide connecting train facility to

the passengers reaching Ahmedabad from Ajmer. (958)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide reservation quota for 4 berths for the passengers of Meenakashi from Ratlam to Vijay Nagar on Jaipur-Bombay Gangaur Express train. (959)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to extend Ajmer-Nasirabad shuttle train upto Vijay Nagar or Bhilwara. (960)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to increase cancellation charges to discourage travel agents booking special passenger coaches and thereby causing revenue losses to railways. (961)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to introduce the system of RAC in respect of all reserved bogies of all passenger trains. (962)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to redress the grievances of station masters, guards ticket conductors, ticket checkers and other classes of railway employees and to revise their pay scales reasonably. (963)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100

Need to introduce a Superfast train from Bikaner-Howrah (via Bhatinda-Ambala Saharanpur or via Jaipur-Alwar-Mathura). (964)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to construct railway by-pass in Bikaner in order to solve the problem of level crossings. (965)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to undertake immediate survey in respect of Ajmer Kota (via Kekari-Deoli) divisional head-quarters to link them with broad gauge line. (966)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to introduce a super-fast express train between Bikaner and Bombay via Jaipur. (967)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to extend Kachiguda (Meenakshi Express) train upto Bikaner via Kachiguda-Khandwa-Ratlam Ajmer Phulara-Reengus-Churu. (968)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to run Jodhpur-Jammu Tawi super-fast express train via Bikaner-Bhatinda. (969)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide stoppage of Delhi-Ahmedabad super-fast express, Ashram Express at Beawar city. (970)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide a five minute stoppage of Garib-Nawaz-Pink City Express train running between Udaipur and Delhi via Reengus, Rewari at the cantonment area of Nasirabad and Kishangarh. (971)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to increase the number of coaches in 2905/2906 Ashram Express (Delhi-Ahmedabad metre gauge train). (972)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to connect all the important cities of Rajasthan by a direct rail link with Bombay, Delhi and Calcutta. (973)

That the demand under the Head Operating Expenses-Traffic (Pages 57-64) be reduced by Rs. 100.

Need to provide computerised reservation facility at Beawar station in Ajmer division. (974)

That the demand under the Head Operating Expenses-Fuel be reduced by Rs. 100.

Need to stop misuse of coal, diesel and electricity and to effect economy in the running of trains (975)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to improve basic amenities in railway residential colonies. (976)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to allot more funds for adequate development and upgradation and maintenance of railway schools. (977)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide better facilities in railway hospitals and dispensaries. (978)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide latest medical facilities at the Divisional Railway Hospital, Ajmer. (979)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need for expansion of railway colonies and construction of new quarters with all necessary facilities. (980)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide modern facilities in the loco and carriages sports stadium and sports grounds at Ajmer. (981)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to proper maintenance of railway community halls in Ajmer. (982)

That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to develop parks, children amusements parks and welfare centres in railway colonies throughout the country. (983)

That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100.

Need to improve passenger amenities such as catering, lodging and sanitation etc. (984)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100.

Need to strengthen the Railway Protection Force and make it more effective. (985)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100.

Need to strengthen G.R.P. stations and police posts to provide adequate security to the passengers. (986)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100.

Need to upgrade and modernise the railway training school at Ajmer. (987)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100.

Need to provide adequate training sports and housing facilities to R.P.F. and G.R.P. forces. (988)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to grant permission to the R.P.F. personnel to form their own welfare organisation. (988)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to improve the quality of food items served by the railway catering units. (990)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100.

Need to maintain adequate cleanliness at all the railway stations (991)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to provide adequate drinking water facilities at all the railway stations. (992)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to provide scholarship and educational assistance to the wards of R.P.F. and G.R.P. personnel. (993)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to display all necessary information, time-table, instructions etc. at all railway stations. (994)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to provide adequate compensation to the families of railway employees who die in accidents or in harness. (995)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100

Need to give employment to the dependents of deceased railway employees without delay. (996)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs 100.

Need to increase the use of Hindi on railway stations, railway stationery and tickets etc. (997)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100

Need to provide timely and adequate compensation for the lost, damaged or delayed consignments in the goods trains. (998)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100.

Need to implement rail passenger insurance scheme effectively. (999)

That the demand under the Head Miscellaneous Working Expenses (Page 77-84) be reduced by Rs. 100

Need to urgently provide adequate compensation to the passengers killed or injured in rail accidents. (1000)

That the demand under the head Provident Fund Pension and Other Retirement Benefits be reduced by Rs. 100.

Need to pay all the dues viz. provident fund, pension and other benefits to the workers/employees at the time of their retirement. (1001)

That the demand under the head Provident Fund Pension and Other Retirement Benefits be reduced by Rs. 100.

Need to solve expeditiously the problems relating to service conditions, pay scales, promotion and increment of the railway employees. (1002)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to complete the conversion of metre gauge line into broad gauge on Delhi-Ahmedabad section via Ajmer within the stipulated period. (1003)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to modernise Ajmer, Kishangarh, Beawar and Nasirabad railway stations. (1004)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100

Need to provide basic amenities at all railway stations of Ajmer division. (1005)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Ajmer-Nasirabad-Bhilwara-Chittor-Udaipur metre gauge line into broad gauge line. (1006)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide a new railway station at Madar near Ajmer. (1007)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to double Madar-Daural bypass by laying broad gauge line along with metre gauge line. (1008)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert the "Ajmer-Chittor-Ratlam-Khandwa" metre gauge line into broad gauge line. (1009)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Phulera-Reengus-Narnaul-Rewari metre gauge line into broad gauge line. (1010)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Marwar Junction-Jodhpur and Marwar Junction-Udaipur (from Jodhpur to Udaipur) metre gauge line into broad gauge line. (1011)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Bandikui-Agra Fort metre gauge line into broad gauge line at the earliest. (1012)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Ajmer-Chittor-Udaipur metre gauge line into broad gauge line. (1013)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct proper godown and yard at Kishangarh station in Ajmer division to facilitate loading of marble and granite. (1014)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for immediate construction of an over-bridge/under-bridge at Roopangarh road level-crossing at Kishangarh railway station in Ajmer division. (1015)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct a new railway line between Karoll and Mathura via Bandikui Gangapur. (1016)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to raise the level and width of Martindal bridge at Ajmer. (1017)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Re. 100.

Need to construct over bridges or under bridges at level crossings at Johnsangji and Lai Phatak in Ajmer, Krishna Meel on Beawar road and on Rupangarh road in Kishangarh. (1018)

PROF. R.R. PRAMANIK (Mathurapur) : I beg to move :

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to take up construction of a railway line from Namkhana to Frazerganj Fishing Harbour in Sealdah section in West Bengal./ (1094)

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to take up construction of a railway line from Sonarpur to Basanti in Sealdah section of West Bengal./ (1095)

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to double the railway line from Barnipur to Dimond Harbour in Sealdah section in West Bengal./ (1096)

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to extend the Calcutta Metro Railway line from Tollyganj station to Garia railway station./ (1097)

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to take up construction of Budge-Budge to Namkhana railway line which is the longstanding demand of people of West Bengal./ (1098)

"That the demand under the head assets-acquisition construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line for entire stretch of Circular Railway at Calcutta./ (1099)

SHRI RUPCHAND PAL (Hooghly) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide sufficient orders for wagons on the wagon producing units of West Bengal./ (1100)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to complete the ongoing Railway projects of West Bengal./ (1101)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to construct fourth railway line between Howrah and Bandel./ (1102)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to renovate the subways at Bandel, Hoogly, Chuchura, Chandannagar, Mankundu and Bhadraserwer./ (1103)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to expand railway network in those places of the country where the people need railway services most./ (1104)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to construct railway lines in Tripura connecting important places of the State with the State capital and also other parts of the country./ (1105)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increases in freight rates./ (1106)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw enhanced fare of Monthly Seasonal Tickets./ (1107)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to complete the Calcutta Metro Railway./ (1108)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to complete the Circular Railway at Calcutta./ (1109)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide basic amenities to the passengers of local trains in the Howrah division and Sealdah division./ (1170)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to check train accidents and derailments./ (1171)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide jobs to all workers working in the coal and ash units in Steam Loco Sheds./ (1172)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct double line between Bandel and Katwa./ (1173)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct new railway line from Tarakeswar to Burdwan via Arambagh./ (1174)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to clean suburban platforms at Sealdah and Howrah Divisions./ (1175)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU rakes for Bandel-Howrah section of Eastern Railway./ (1176)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct double line between Sheoraphuli and Tarakeswar in Eastern Railway./ (1177)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more EMU coaches between Howrah and Jirai./ (1178)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more trains between Bandel and Sealdah via Neltali./ (1179)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct retiring rooms at Bandel and Chuchura and Chandannagar for the benefit of tourists./ (1180)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct railway line between Tarakeswar and Kamarpukur in Hooghly./ (1181)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct necessary alignment to run train between Sealdah and Burdwan via Bally Ghat, Bally and Bandel./ (1182)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct ticket counter on the eastern side and connecting path to Bandel platform from the Eastern side./ (1183)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide computerised reservation facilities at Bandel Chandannagar, Chuchura, Kamarkundu and Tarakeswar railway stations./ (1184)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct over bridge to connect Eastern side of Bandel to Bandel platform./ (1185)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to make adequate arrangement to check water logging at Bandel, Hooghly, Chuchura, Chandannagar, Mopra, Mankundu, Bhardeswar stations, etc./ (1186)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to extend Calcutta Metro Railway from Dum Dum to Salt Lake and from Dum Dum to Howrah./ (1187)

SHRI SATYAGOPAL MISRA (Tamluk) : I beg to move:

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to extend suburban area up to Jhargram, S.E. Railway./ (1144)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need for stoppage of Ispat Steel, Dholi and Shatabdi Express trains at Meecheda railway station./ (1145)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce more local trains in Howrah-Midnapore section./ (1146)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce one more pair of local trains in Panskura-Haldia section./ (1147)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need for stoppage of Rajdhani Express at Kharagpur railway station./ (1148)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to introduce Rajdhani Express between Howrah-Bombay and Howrah-Madras./ (1149)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide sufficient funds for the early completion of Tamluk-Digha railway line./ (1154)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of another railway line in Howrah-Kharagpur aection./ (1155)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of double line in Panskura-Haldia section, S.E. Railway./ (1156)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for opening a passenger halt station at Ranichak in Panskura-Haldia section of S.E. Railway./ (1157)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for renovation of Meecheda railway station, S.E. Railway./ (1158)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for time bound electrification programme in the Midnapore-Adra section./ (1159)

SHRI M. RAMANNA RAI (Kasaragod) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

/Failure to extend train No. 6347/6348 to Kasaragod./ (1237)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Failure to construct more platforms in Kasaragod station./ (1238)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need for introduction of general coaches in West Coast Express./ (1239)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce a new express train from Mangalore to Madras and vice-versa./ (1240)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct an over-bridge at Kanhangad railway station immediately./ (1241)

"That the demand under the head Railway Board be reduced to Rs. 100."

/Need to introduce a passenger train from Kollur to Guruvayur via Udipi Mangalore./ (1242)

"That the demand under the head Railway Board be reduced to Rs. 100."

/Need to halt train No 525 and 526 running between Mangalore-Coimbatore at Pallikere station./ (1243)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to give a halt at Ezimale station for all the trains in view of Naval Academy./ (1244)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to extend Mangalore-Cueruvathur train No. 529 to Kannur and vice-versa./ (1245)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to introduce one passenger train from Kannur to Mangalore connecting Ernakulam Kannur Executive Express./ (1246)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to reconsider the proposed shifting of proposed Kanjikod coach factory, Palghat district of Kerala / (1247)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need for immediate electrification of Erode Ernakulam Section./ (1248)

"That the demand under the head asset acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct two more platforms in Kasargod railway station / (1249)

"That the demand under the head asset acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct additional waiting rooms and providing drinking water in Kasaragod railway station./ (1250)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to expedite the work of Tellichery Mysore line./ (1251)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need for immediate doubling of Mangalore-Sharanur Section and to entrust the work to Konkan Railway Construction Corporation / (1252)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need for Converting and upgrading Trikkalipur station to a block station / (1253)

DR. ASIM BALA (Nabadwip) : I beg to move

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to complete Santipur Nabadwip Ghat gauge conversion in Sealdah Division of Eastern Railway./ (1324)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct electrification in Ranaghat Gede line in Sealdah Division of Eastern Railway./ (1325)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to have halt station between Chakda and Pyradanga railway station in Sealdah Division of Eastern Railway./ (1326)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to electrify the Ranaghat-Bongaon railway line in Sealdah Division of Eastern Railway./ (1327)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Naed to open new railway line from Krishnanagar to Karimpur in Sealdah Division of Eastern Railway.(1328)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to complete double rail line from Ranaghat to Loigola in Sealdah Division of Eastern Railway./ (1329)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce more DMUs in Ranaghat-Gede line in Sealdah Division of Eastern Railway./ (1331)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce DMUs to Bongaon-Ranaghat line./ (1332)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce double line from Habra to Bongaon line in Sealdah Division of Eastern Railway./ (1333)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce more trains from Krishnagar to Sealdah in Sealdah Division of Eastern Railway./ (1334)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase number of daily passenger trains from Sealdah to Bongaon and Sealdah to Krishnagar in Eastern Railway./ (1335)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase number of trains from Sealdah to Laligola in Eastern Railway./ (1336)

SHRI SAIFUDDIN CHOUDHARY (Katwa) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to reduce season ticket fares and suburban fares./ (1432)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw enhance freight charges to contain price rise./ (1433)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw Railway Board's directives in regard to issue of MST facilities to long distance passengers i.e., beyond 150 KM./ (1434)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up Bardhaman-Katwa, Ahmedpur-Katwa, Santipur-Nabadwip-Ghat, Bankura Damodar River line, Radhikapur-Barsoi, Siliguri-New Jalpaiguri, Siliguri-Alipurduar Junction Railway lines for gauge conversion./ (1435)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up electrification of Barasat-Hasnabad, Ranaghat-Gede, Krishnanagar-Laligola, Andal-Sainthia, Adra-Midnapore, Khana-Sainthia, sections in West Bengal./ (1436)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to introduce new passenger train between Howrah and New Delhi whereas several trains were introduced in other parts of the country./ (1437)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up construction of Howrah-Seakhale, Howrah-Amta-Bargachia, Bardhaman to Tarakeswar via Arambagh, Bankura to Durlabhpur, Krishnagar to Baharampore via Karimpur, Budge Budge-Namkhana railway lines in West Bengal and allot fund for this purpose./ (1438)

"That the demand under the head assets-acquisition, construction and replacement be reduced to Re. 1."

/Failure to take up construction of double line between Sheraphuli and Tarakeswar, Bandel-Katwa, Barasat-Boangaon, Krishnanagar-Laligola, Farakka-New Jalpaiguri, Baruipur Lakhikantapur, Baruipur-Diamond Harbour, Sonarpur-Canning, Ranaghat-Krishnanagar, Nischintapur-Namkhana section of Eastern Railway./ (1439)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take immediate steps to run 56 Dn. Mayurakhi fast passenger via H.B. Chord./ (1452)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of railway line from Sainthia to Mohammad Bazar via Millalpur./ (1453)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run proposed weekly express train between Howrah and Guwahati daily./ (1454)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps for introduce of a Shatabdi Express between Calcutta and New Jalpaiguri./ (1455)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce an express or fast passenger train between Sealdah and Krishnanagar./ (1456)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce one more passenger train between Howrah and Suri./ (1457)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to raise exemption limit up to 250 KM in respect of monthly season ticket fare./ (1458)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to improve train services and increase the frequency of trains in Andal-Sainthia section of Eastern Railway./ (1459)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to extend suburban area up to Asansol./ (1460)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide computer reservation system at Bolpur, Suri, Durgapur, Bardhaman, Banka./ (1461)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line between Andal and Sainthia section of Eastern Railway./ (1462)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up construction of double line between Asansol and Burdwan section of S.E. Railway./ (1463)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide adequate funds to complete the missing link between Princep Ghat and Majerhat section of Calcutta Circular Railway./ (1464)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100"

/Need to provide more funds for different railway projects in West Bengal./ (1465)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up doubling and electrification of Calcutta Circular Railway so that suburban trains can reach BBD Bagh area as suggested by the West Bengal Government./ (1466)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up remaining two phases of Metro Railway e.g., Dakshineswar to Garia and Salt Lake to Ramrajatala immediately./ (1467)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take steps to run EMU trains from Kharagpur to Sealdah via Andul-Dankuni Chord line./ (1468)

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to run EMU trains between Sealdah and Bardhaman via Andul-Dunkuni./ (1469)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to introduce more trains between Andal and Palashali section of Eastern Railway./ (1470)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to take up Circular Railway project from Howrah via Ramkistopur-Shilpurchar-Shalimar-Santragachi, Bhatnagar-Belanagar, Bally-Belur-Liluah to Howrah./ (1471)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take up extension of Tarakeswar line up to Bishnupur via Arambagh/ (1472)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100".

/Need to introduce passenger trains between Bolpur and Asansol and between Suri and Asansol./ (1473)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to take immediate steps to abolish RAC system in all classes./ (1474)

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs 100."

/Need to run all passenger trains in time./ (1475)

SHRI ZAINAL ABEDIN (Jangipur) : I beg to move:

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to maintain properly trains running in the Howrah-Farakka route./ (1440)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to connect Lalgola with Jangipur road station through laying a new track in between along with a road-over-bridge across the Bhagirathi river at Raghunathganj/ (1441)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for electrification of railway track from Katwa to Azimganj./ (1442)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to take steps for electrification of railway track between Krishnanagar and Lalgola of Sealdah Division of Eastern Railway./ (1443)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce DMU rakes between Ranaghat-Lalgola and between Krishnanagar and Lalgola section of Eastern Railway./ (1444)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to lay double line from Krishnanagar to Lalgola in the Sealdah Division of Eastern Railway./ (1445)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

/Need to convert the Sankopara halt station into a fullfledged station under Malda Division of Eastern Railway./ (1446)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct high level platform at Barala station in the Azimganj-Nalhati Section of Eastern Railway./ (1447)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct over-bridge at Sagardighi station./ (1448)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate the office building of the Dhulian Ganga station of the Malda Division./ (1449)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to increase the number of trains in the Howrah-Farakka route of Eastern Railway immediately./ (1450)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide passenger amenities in all the coaches of all the trains running in the Howrah-Farakka route. (1451)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide stoppage of the Sealdah-Katihar Express at Dhuliyen Ganga station. (1545)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide stoppage of 347 UP and 402 DN to the Mohipal halt station in the BAK Koop line under Malda Division. (1546)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce a direct train to be run in the Naihati-Howrah route via Sagardighi and Azimganj. (1547)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to maintain punctuality of trains running in the Sealdah-Lalgola section. (1548)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to connect all district headquarters of West Bengal by introducing passenger trains. (1549)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide stoppage of 2301/2302, 2305/2306 at Asansol. (1550)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to strengthen security measures in trains running at night in the Sealdah-Lalgola section. (1551)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to run more trains between Lalgola and Sealdah. (1552)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce an express train from Sealdah in the morning and back from Lalgola in the evening daily to cater the tourists. (1553)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce passenger trains to cater to tourists demand and make trains available from Krishnanagar, Berhampore Murshidabad. (1554)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide better rail communications to all tourist spots of West Bengal. (1555)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to extend Suburban area up to Asansol. (1556)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct an over-bridge at Lalgola station in the Sealdah Division of Eastern Railway. (1557)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a road over-bridge on National Highway No. 34 at the level-crossing near Berhampore Court station of Sealdah Division of Eastern Railway. (1558)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to enhance passenger amenities in the 2nd class coaches of all the trains running in Sealdah-Lalgola section. (1559)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to convert the Pirtala Halt Station into a flag station in Sealdah Division of Eastern Railway. (1560)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to make adequate water supply arrangement at Lalgola station for the passengers as well as staff quarters. (1561)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to raise maintenance level in all the trains running in the Sealdah-Lalgola section of Eastern Railway. (1562)

"That the demand under the head Railway Board be reduced by Rs. 100."

SHRI JAGAT VIR SINGH DRONA (Kanpur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce an express train between Howrah and Jaipur via Sawai Madhopur-Niraj. (1476)

"That the demand under the head Railway Board be reduced by Ra. 100."

/Need to introduce a train between Gorakhpur and Jaipur via Sawai Modhopur-Niraj. (1477)

"That the demand under the head Railway Board be reduced by Ra. 100."

/Need to introduce a direct train between Kanpur and Madrasa. (1478)

"That the demand under the head Railway Board be reduced by Ra. 100."

/Need to introduce a direct train between Kanpur and Dehradun via Muradabad and Haridwar. (1479)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide reserved coaches from Kanpur in trains for Jammu Tawi for the benefit of large number of Hindu pilgrims to Vaishno Devi Shrine. (1480)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to upgrade Govind Puri station in Kanpur and to provide stoppage of mail trains at that station. (1481)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase substantially reservation quota in all trains passing through Kanpur. (1482)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide free medical treatment to vendors and their family members. (1483)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide adequate amenities and proper security to second class passengers. (1484)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide minimum six computerised reservation counter in Kanpur City station. (1485)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to improve the quality of food and catering service in the trains. (1486)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to complete electrification of railway track between Kanpur and Lucknow on priority. (1487)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to expand the capacity of Kanpur Central station to cope up the increased traffic. (1488)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to lay double track between Kanpur and Jhansi. (1489)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to waive superfast charge in Gorakhpur Express for MST holders between Kanpur and Etawah. (1490)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide two coaches one second ordinary and one sleeper class in Tata-Hatia Amritsar Express from Kanpur to Amritsar and from Kanpur to Hatia. (1491)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to attach two coaches one second class sleeper and one second class ordinary to Barauni-Amritsar Express from Kanpur both in up and down journeys. (1492)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to extend Unchahar Express (No. 4517 UP) up to Amritsar. (1493)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct flyover near Central Ordnance Depot, Kanpur. (1494)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct flyover near Medical College, Kanpur. (1495)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to strengthen the Railway Board to protect railway land, property and assets properly. (1496)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to constitute a Commission for railway accidents due to modernisation of railways

resulting in introduction of heavier engines, bogies and wagons with heavier axle loads./ (1497)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to make it mandatory for every railway employee to be trained in First-Aid, to help the passenger./ (1498)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to strengthen patrolling of railway tracks to detect and prevent sabotage activities./ (1499)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to emphasise the importance of Refreshers course and equip the training institutions with modern equipment and motivated instructors./ (1500)

[Translation]

Token

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run Jodhpur-Lucknow Marudhar Express daily. (1513)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to convert Bandikul-Agra section into broad gauge line immediately. (1514)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to introduce a new rail service from Jaipur to Madras and other parts of South India. (1515)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run a superfast train from Bikaner to Howrah. (1516)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to provide 25% concessional rate tickets to the senior citizens of the age of above 60 years instead of 65 years. (1517)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to waive the condition that 25% concession on tickets will be given to senior citizen only for the journey of more than 500 kms. (1518)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to give priority in reservation to the attendants of Senior citizens. (1519)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to provide adequate quota from Jaipur in Superfast Express running between Jodhpur and Howrah. (1520)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to detail ticket examination staff in Marudhar Express and Mandor Express from Jaipur city. (1521)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to provide same amenities to ticket checking staff as are available to running staff. (1522)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to provide stoppage of every train at Malaviya Nagar and Gandhi Nagar running between Delhi and Jaipur. (1523)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to link Jaipur reservation computer with Delhi reservation computer. (1524)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to convert Jaipur-Toda Rai Singh-Udaipur line into broad gauge line. (1525)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to construct broad gauge line on Delhi-Bahroad-Kotputli-Jaipur route. (1526)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to attach pantry car with the trains running between Jaipur and Bombay. (1527)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to open Parcel Booking Office at 5 places in Jaipur city. (1528)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to construct broad gauge line on Jaipur-Chittorh-Udaipur route. (1529)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run train between Jodhpur and Jaisalmer. (1530)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to conduct survey for Phulara-Ringas-Rawari broad gauge line. (1531)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to conduct survey for laying broad gauge line on Dholpur-Savampura-Ganga Nagar route. (1532)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to conduct survey for Jaipur-Nagore-Phalodi railway line. (1533)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run train on broad gauge line from Jaipur to Guwahati (Assam). (1534)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run train from Jaipur to Kanyakumari. (1535)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run superfast train on broad gauge line between Jaipur-Delhi/New Delhi back starting from Jaipur in the morning. (1536)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run train from Jodhpur to Calcutta (Howrah) via Alwar-Mathura. (1537)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to run a tourist train in collaboration with Rajasthan Tourism Department. (1538)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to construct railway retiring rooms in New Delhi. (1539)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to develop mega terminal at Jaipur railway station. (1540)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to introduce push-pull train on Jaipur-Bandikui-Alwar, Jaipur-Ringas-Sikar, Jaipur-Phulara-Ajmer, Jaipur-Sanganer-Toda Rai Singh, Jaipur-Sanganer-Sawai Madhopur divisiona. (1541)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to introduce circular train in Jaipur (1542)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to construct container terminal in Kanakpura (Jaipur). (1543)

That the demand under the head Railway Board be reduced by Rs. 100.

Need to introduce parcel train between Jaipur and Delhi. (1544)

DR. RAM CHANDRA DOME (Birbhum) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide MST facilities to long distance passengers, i.e., beyond 150 KM./ (1569)

"That the demand under the head Operating Expenses - Rolling Stock and Equipment be reduced by Rs. 100."

/Need to provide more EMU rakes for Barddhaman-Asansol section of Eastern Railway./ (1570)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to maintain punctuality of trains in Sahibganj Loop and Andal-Azimganj Section./ (1571)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to take appropriate step to prevent frequent derailments at Pichkurdihal / (1572)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100"

/Need to run Mayurakshi fast passenger, Viswa Bharati fast passenger, Shantiniketan Express on time daily./ (1573)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to take steps to make availability of path to run 57 Dn. via H.B. Chord daily instead of main line./ (1574)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to run more trains between Andal-Palasthali and Andal-Sainthia./ (1575)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce one express train from Howrah to Suri in the morning and back in the evening same day./ (1576)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to link Suri, the district headquarters of Birbhum with national capital by introducing express train./ (1577)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to run passenger trains between Suri-Asansol and Suri-Bardhaman./ (1578)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce passenger trains between Bolpur and Asansol/ (1579)

"That the demand under the head Operating Expenses - Traffic be reduced by Rs. 100."

/Need to introduce one express train between Bolpur and New Delhi / (1580)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to extend Suburban Area up to Asansol./ (1582)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up electrification of Khana-Sainthia section of Eastern Railway./ (1583)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up construction of double line between Andal-Sainthia / (1584)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up electrification of Andal-Sainthia section immediately / (1585)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs 100"

/Need to take up construction of new railway line from Sainthia to Mohammad Bazar via Mollarpur./ (1586)

"That the demand under the head Assets - Acquisition, Construction and Replacement be reduced by Rs 100."

/Need to take up construction of fly-over at Mollarpur, Nalhati and Murari./ (1587)

[English]

SHRI SHARAD DIGHE (Bombay North Central)
 Madam Chairperson, I rise to support the budgetary proposals of the Railway Ministry and also the motions put by the Hon. Minister before this House. The Opposition Member, Shri Ram Naik has made a long speech and highlighted the hardships and the injustice that is being done, particularly to the Bombay suburban commuters. I have always been supporting him on this issue not only in this House but outside the House also. But he has made certain observations about the general budgetary proposals with which I may not agree. He has lost sight of several good proposals and aspects which are contained in this budgetary speech of the Hon. Railway Minister and from that point of view, I humbly submit that he has not done justice to that subject.

Firstly, we must appreciate that this Budget is submitted to the House in the backdrop of severe resource crunch and the hon. Member, Shri Ram Naik has himself referred to the main backdrop of dwindling of budgetary support from year to year to this Ministry. With this handicap, the Railway Ministry is functioning for the last several years and this budgetary support has dwindled from 51 per cent to 18 per cent and this time, even less than that. So, there is a severe resource crunch. Added to that, we also find that there are tremendous increases in the outstanding dues mainly from power houses and the State Electricity Boards also. So, that has added further financial difficulties to the Railway Ministry. Therefore, with this background, several proposals which are contained in the speech of the Railway Minister have to be appreciated. Now I was saying that several good proposals are there in this Budget. Even then, keeping aside the season ticket fares of the Bombay commuters, this Budget may be described as a very soft Budget and the additional revenue is collected through very modest and selective increases in fares and freights as far as the commuters are concerned. We shall see 7.5 per cent hike in freight which also exempts grains, pulses, sugar, chemical manures, etc. and 10 per cent hike in fares in the luxury classes of the Railways. So, the combined average increase this year is 3.6 per cent.

As against the past Budgets, it is not that high. I remember that each of the first three Budgets contained 15 per cent combined increase. In 1994-95, the combined increase was six per cent. As against that, we must appreciate that this year, the combined increase is only 3.6 per cent. From that point and considering the rate of inflation, there is no increase at all in real terms, or even if there is an increase, it is very very marginal.

As the Chairman of the Railway Board has said in his press conference, this increase may push up the wholesale price index hardly by 0.14 per cent. So, as far as these increases are concerned, these are not going to affect the economy in any way. Therefore, considering all these aspects, as far as revenue collection is concerned, we must admit that this year's Railway Budget is indeed a very soft budget.

No doubt, there may be critics who would say that more effort should have been made to collect the revenues so that further development of this vital infrastructure could be made. In the present climate of globalisation, there is need to strengthen the economic structure for which a very good infrastructure in the transport sector is highly important. From this point of view, there may be criticism that more efforts should have been made to mobilise resources so that the transport system can further be strengthened at an accelerated speed.

I would like to mention that as far as the present Budget is concerned, the thrust areas are electrification, gauge conversion, rolling stock and terminal facilities without affecting the steady progress of replacement and renewal of tracks which have been going on for the last few years. In this field too, great steps have been taken and I would like to give a few figures to illustrate my point. As regards gauge conversion, conversion of over 4700 km to broadgauge in the first three years of the Eighth Plan, 1500 km in the next year and 14 sections in the year 1994-95 are planned to be completed. Ten gauge conversion programmes are proposed in 1995-96 Budget. As far as track renewals are concerned, there is a drastic reduction of arrears. At the beginning of the Eighth Plan, the arrears stood at 9600 km in April 1992. They are likely to come down to 1950 km by the end of the Plan. In the current year, track renewal of 2550 km has been achieved and the target for 1995-96 is set at 2,600 km. These are very good strides which are being taken to improve the transport infrastructure of this country.

Now, in spite of some difficulties during the last three years, this year, an ambitious target of 398 million tonnes of revenue earning freight traffic is aimed at as against 380 million tonnes during the previous year.

During the past three years there has been some deficit in reaching the usual target. For example, in 1993-94, the railways could move only 359 million tonnes of revenue earning freight. It fell short of the revised target of 362 million tonnes. In 1994-95, the target was 380 million tonnes but during the first nine months, the railway could move only 273 million tonnes and actually it could reach 265 million tonnes as far as revenue earning freight was concerned.

Even in case of the passenger traffic also, in 1993-94 the railways projected a passenger traffic target of 4,187 million, which was later revised to 3847 millions and actually it could achieve 3,724 million. In 1994-95, the railways projected a passenger traffic target of 3,924 millions and then it was revised to a lower figure and finally, from the documents which are available to us, it is expected to be 3,978 million. So, during the past two to three years, there has been some fall in the revenue earning freight and passenger traffic. But even then, the Ministry of Railways has kept before them a higher and an ambitious target and they hope to reach those targets as far as the current year is concerned.

Now, several new trains have also been introduced. If you see the Railway Minister's Budget speech, at page 8, paragraph 7.2, it is said that 19 new trains are proposed to be introduced. I welcome particularly one of those new trains because that will benefit the voters of my constituency. In item no. 16 it is mentioned that a weekly express train will run between Nagercoil to Bombay V.T. via Madurai. There was a persistent demand from the people of my parliamentary constituency, particularly from Dharavi area which consist of several people coming from Tirunelveli. These people had some difficulty, while going to Tirunelveli. I was demanding for some time about giving some relief to them. I am glad to know that this year the Railway Minister has met that demand and this new train is included among the 19 new trains which are proposed to be introduced. I heartily thank the Railway Minister for considering that demand. Then at para 7.3, it is mentioned that it has been decided to introduce fully unreserved trains for four sectors. The fact that so many trains are proposed to be extended - which are listed in the next para also - and several other things which are proposed to be done shows that he really means to add to the facilities of the railway commuters and wants to give more and more relief to the passengers even though there are so many constraints in regard to the resources. So, from this point of view, this Railway Budget has to be welcomed by those who are using this, especially the passenger traffic as well as the traders who are using the railways for carrying their goods.

Now, several criticisms have appeared either in the Press or in different fora. The first among them was regarding inflation. Many of the critics agreed that will not add much to inflation. Shri Ashok Bhatnagar, Chairman, Railway Board has already said that overall average increase is 3.5 per cent and therefore the impact would be only 0.14 per cent on the wholesale prices. So, by and large, the different sections of this country have welcomed this year's proposals in the Railway Budget because they do not add much to the burden of the people and will not have an inflationary

effect. At the same time, it is providing and promising several new trains, extensions trams and several other facilities.

I may particularly mention the new factor which has been introduced in this, that is the Industrial Relations and Participation of Workers. In the background of the Workers' Day, which was there yesterday only, this has to be seen and appreciated from the workers point of view. I find at Paragraph 34.2, the promise of participation at the apex level between the Railway Board and the Labour Federations in important matters of railway working leading to greater transparency. It is a very welcome step which the Railway Minister has taken. It is not only that, but he has further states in the next paragraph that there will be wider participation with the affiliated unions on issues and concerns having a bearing on railway operations and customer services and at the grassroot level self-management teams will be constituted for direct involvement and self-directed endeavour. I wish that this is introduced and followed immediately with a real will to involve the workers as far as functioning of the Railways is concerned. This will not only satisfy the workers demand but it will really add to the progress of our transport system because if more and more participation of workers is there, it will improve the functioning of the Railways.

I also welcome one more suggestion regarding the licenced porters. You have also announced that they will get outdoor medical facilities for their dependents and children and education facilities will also be given towards the schools run by the Railways or by the organisations run by railwaymen and *Mahila Samiti*. This is a very welcome proposal.

Several announcements are there as far as giving reliefs to the passengers is concerned. Because of the constraint of time I will not refer to each and every point but, by and large, the whole direction of the Railways Minister is to give more and more relief to the passengers and improve the transport system to suit the present condition of this country and also the present economic development of this country.

As far as Bombay Suburban commuters are concerned, I agree with Shri Ram Naik and feel that this hike in the Season Ticket fare was not justified and ought not have been made at all. If this had not been done, this Budget would have been more attractive. This would have satisfied a large number of commuters as far as Bombay Suburban system is concerned. I need not repeat what Shri Ram Naik has said but the Suburban fare structure for season ticket has been touched in this Budget on two grounds: Firstly, the burden of song of the Railways Ministry for the last several years has always been that this Suburban

railways is highly subsidised, which is not true at all. Every year in this House Members coming from Bombay, both from the Opposition as well as the Congress Party, have been pleading with the Railways Ministry that this is a myth. At least as far as Bombay suburban is concerned, it is not highly subsidized. Shri Ram Naik has already pointed out the figures showing that the Bombay Suburban Section is not at all in loss.

On the contrary, it is making profits. The figures which are available - I will not refer to the originals - say that in 1991-92, the Central Railway have made a loss of Rs. 7.81 crore whereas the Western Railway have made a profit of Rs. 24.91 crore. In 1992-93, the losses of Central Railway have gone down from Rs. 7.81 crore to Rs. 7.13 crore while profits of the Western Railway have risen from Rs. 24.91 crore to Rs. 49.94 crore, that is, more than double. In 1993-94, loss incurred by the Central Railway has marginally risen to Rs. 10.33 crore while profit of the Western Railway has again risen to Rs. 63.88 crore. So, on the whole, the Western Railway and the Central Railway taken together, the Bombay Suburban Railway is making enormous profits.

It is not just I who is saying this but all the figures are here. Even in the Report of the Nanjundappa Committee on Fare and Freight, on every page it is referred to, admitted and acknowledged that this is the position and the Bombay Suburban Railway particularly are not in loss at all but they deserve further facilities and amenities.

Now, if I may refer to this Report which you always rely upon for the purpose of raising railway fares, the Nanjundappa Committee Report - the Railway Fare and Freight Committee Report is always quoted by you - that very Committee has made certain observations which are absolutely in favour of Bombay commuters. He has dealt with and described the condition of these commuters at page 441 para 16.4.3. He says :

"One should see to believe the overcrowding on suburban trains in Bombay during peak periods. In a EMU train of nine rakes total accommodation or carrying capacity is 1726 passengers including 870 standing, actual load during peak period may be 3000 to 3500 which in Railway parlance is called super-dense-crush-load."

He has used that very expression, super-dense-crush-load. He goes on to say :

"Consequently as many as 10 passengers are squeezed into the space of one square metre. This is inhuman, to say the least, and yet it seems as if it is tolerable"

This is your own Committee's Report and their description as far as the Bombay Suburban Railway are concerned. Further on, in paragraph 16.18.19 a very important recommendation has been made. I will just refer to it. It is a very small recommendation. He recommends :

"At the same time we recommend that the following measures be taken immediately for getting full benefit from the new structure. Additional EMU rakes should be supplied to Bombay on top priority to make optimum utilisation of existing capacities. It may be kept in mind that Bombay is the only city where passenger services are not incurring any loss."

This is the Nanjundappa Committee itself saying that it may be kept in mind that Bombay is the only city where passenger services are not incurring any loss. He continues to say :

"Even though fixation of separate fares for Bombay alone may not be possible for reasons already given, Indian Railways owe it to the Bombayites to relieve overcrowding which has already reached unbearable limits."

If you are following their recommendation for increasing the price of quarterly season ticket from 2.5 times to 2.7 times of monthly season ticket why do you not follow this recommendation which is also connected with that recommendation? So, you cannot pick up only one recommendation and keep aside the other recommendation which is in favour of the commuters.

Therefore, my submission is that if you are following their recommendations, do not follow them in part, follow them *in toto* and also implement this part of the recommendation.

Now, there is also a suggestion. One of the solutions for stopping yearly increase in fares, it appears and as found out by some thinkers, is to create an autonomous Corporation as far as the Bombay Suburban Railway is concerned. Today, you are denying the viability of such a Corporation. But I know that in Parliament, on many issues, many times, for years together, the Government went on denying that it is not possible to do so. Take the example of our Regional Boards in Maharashtra. We were raising this issue for several years but every time the Government was saying that it was not possible, it could be done under the Constitution. Ultimately, last year, it was conceded. Therefore, here also, I hope that in spite of your denial from time to time, at least, a time will now come when you will have to concede to this demand, because, it is a logical demand. It is

logical from this point of view that it is supported by the Railway Ministry itself from time to time. When Shri George Fernandes was the Railway Minister, he prepared a Perspective Paper in September, 1990 on Bombay Suburban Transportation. In that Report also this suggestion was hinted at. It is stated there and I quote :

"It is a moot question whether this solution lies in creation of a Unified Metropolitan Transport Authority as part of the Regional Development Authority with the following broad functions."

So, a suggestion was mooted but a final decision was not taken.

SHRI RAM NAIK (Bombay North) : What about the World Bank?

SHRI SHARAD DIGHE : Of course, they supported it. The document which is given to us by the Maharashtra Government which describes BUTP's project clearly states that the World Bank is also mooting this idea. The World Bank is giving emphasis on our re-location and rehabilitation of displaced persons. It has also suggested certain institutional reforms for formulation of a Metropolitan Railway Authority. Ultimately for planning a Metropolitan Transport as well as for road traffic management, some body has been formed. It may ultimately include road transport and railway transport and have a combined solution as far as transport problem is concerned. So, all the Experts Committee had hinted at this suggestion. Now, it is being supported by several organisations in Bombay. I also heartily support the suggestion that if you form an autonomous body like the MTNL for the Bombay city, then there will be profit. You can have Suburban Metropolitan Authority there and leave the whole suburban service to the Metropolitan Authority. They put before us their problem that it will be difficult for them to bifurcate the accounts. I do not know what is the difficulty there. When in the case of telephones we could do it, then it could be possible to do it in the case of Railways also. You can put some experts and divide the assets and profits as far as the common services are concerned and then you can give full justice to the Bombay commuters as far as their facilities are concerned.

We may not be required to put burden every now and then in the form of increase in season tickets and the quarterly passes also. From this point of view I support and I think that is the only solution the Railway Ministry should seriously consider and get it examined from the experts. From time to time we say that it is highly subsidised. I have denied that and I have proved that it is not highly subsidised. But assuming that it is

subsidised, even then there is nothing wrong in subsidising a metropolitan suburban railway. It is done everywhere in the world. At page 11 of the Fifth Report of the Standing Committee of the Railway Ministry, they have given the amount of subsidy given in other countries. The British Railway gives to its suburban railway, subsidy to the extent of 22.4 per cent; the Swiss Federal Railway gives 35.7 per cent subsidy; the German Federal Railway gives 51.2 per cent and the France National Railway gives 42.31 per cent. Suburban system is a system which has to be supported because it surrounds the whole industrial area and it is used by the employees and the poor workers to reach their places of work. Apart from this point of view, it is in the national interest, it is in the interest of the industry and for the development of the country that such a thing should be highly subsidised. But in case of Bombay, of course, highly subsidised theory is wrong and it is a myth. It can be solved by forming a separate corporation.

With these words, I again appeal to the Railway Minister to drop and give up this proposal of season ticket fare hike as far as the Bombay suburban railway is concerned. Even the proposal to hike the quarterly season ticket fare from 2.5 times to 2.7 times of the monthly season ticket may also be dropped. It is not going to have more loss. It is going to give you a very small revenue. Then why insist upon it and why displease a very large section of the cosmopolitan city which is giving so much revenue to the Centre from all points of view? From the national point of view also, it is necessary to satisfy the city's large population which is facing a great hardship as far as the railway commuting is concerned. Give up this small thing and satisfy all of us also who are their elected representatives.

SHRI BASUDEB ACHARIA (Bankura) : Madam, Chairperson, the performance of the Indian Railways in the last few years is far from satisfactory contrary to the claims made by the Railway Minister.

Railways moved 259.8 million tonnes of freight traffic, according to the Revised Estimate of 1994-95. It was a bare seven million tonnes more than what was achieved during the year 1993-94. The Budget Estimate for 1995-96 of 270.76 million tonne kilometers is quite unrealistic. It has rather increased by 10 per cent. Similarly the projection of freight earning traffic, what has been made as 15,125 crores for the current year, is also an increase by 10 per cent.

Even in the loading figure, in 1993-94 the originating loading target had to be reduced from 380 million tonnes to 362 million tonnes. But the actual loading was even less than 358.7 million tonnes. It is rather doubtful whether the Railways will be able to achieve the target

for the year 1995-96. The target for the current year has been fixed as 398 million tonnes. The argument advanced by the Railway Minister is, 'as the Planning Commission has fixed the target in the terminal year of Eighth Five Year Plan as 414 million tonnes, that is why the Railways has fixed it for the year 1995-96 as 398 million tonnes which Railways will not be able to achieve'.

The traffic projection is also not commensurate with the rolling stock acquisition programme. Why is the Railways not able to carry more freight traffic? The Railway Minister has admitted in his speech that there is enough unutilised capacity in the Railways. Why is the traffic being diverted to road traffic or the road sector? What is the reason? Why is the Railways not being able to carry the traffic which the Railways should carry? In spite of the fact that the Railways is seven times more fuel efficient, what is the reason that every year the traffic is being diverted to road sector?

Madam, in 1951-52, Railways used to carry about 37.6 billion tonne kilometers of traffic, whereas in road sector it was only 8 billion tonne kilometers. In 1951-52 the Railways share was 80 per cent, road sector share was only 16 per cent. In 1990-91 the Railways carried 250 billion tonne kilometers whereas in road sector, it was 312 billion tonne kilometers. The share of Railways came down to 44 per cent whereas the share of road sector increased to 56 per cent.

The Railways is not carrying or is not in a position to carry more freight traffic and there had been no effort to carry more traffic or to implement what was recommended by National Transport Policy Committee in 1980 namely, that the Railways share should be 70 per cent whereas road sector share should be 30 per cent.

16.00 hrs.

As a result of this, there has been an impact in the rolling stock acquisition programme also. We fail to understand one thing. Though there is a little growth both in the freight traffic and in the passenger traffic, in the rolling stock acquisition programme of the Railways what we find is that the Railways are gradually acquiring less wagons, less passenger coaches and less locomotives. In the year 1992-93 and then again in the year 1993-94, the Indian Railways had acquired 20,000 wagons. Suddenly, last year, 1994-95, it was reduced to 18,000 wagons. In the Budget, it was estimated as 18,000 wagons. One month after the passing of the Budget, the Railways decided to reduce it to 12,000 wagons. The acquisition programme was fixed according to the target and according to the freight traffic. After the passing of the Budget, after fixing the target and

after finalising the acquisition programme, suddenly the Railways thought that they would not need 18,000 wagons and rather their requirement would be only 12,000 wagons. And even when they reduced the target from 18,000 wagons to 12,000 wagons, actually the order was placed only to the extent of 7,500 wagons. There are a number of wagon manufacturing units in the State of West Bengal. Also outside the State of West Bengal, a few wagon manufacturing units are there. These wagon manufacturing units are dependent on the order of the Railways. Their total capacity is 35,000 wagons. Last year the orders were placed only to the extent of 7,500 wagons. This year, the Railways have placed their orders with the Wagon India to the extent to 5,500 wagons only and they have decided to float tenders for 50 per cent of its requirement. Then, how will these wagon manufacturing units, not only of the State of West Bengal but also a few wagon manufacturing units, which are outside the State of West Bengal, survive? There are 60,000 workers directly employed and another 60,000 workers, who are employed in the ancillary industries, which manufacture machineries and spares required for the manufacturing of wagons.

'Own-Your-Wagon' scheme was introduced two years back. When this scheme was introduced, it did not become popular and it was not popular. Last year, suddenly this 'Own-Your-Wagon' scheme, has become popular. Suddenly the Railways have become more efficient with the existing, even reduced, wagon fleet. In the year 1992-93, the total wagon fleet with the Indian Railways was 3,36,665 and in the next year it was reduced to 3,12,405. So, there is a traffic growth

In spite of that the fact that traffic is being diverted to road sector, there is still traffic growth. The wagons have useful life also and a large number of wagons are to be replaced every year. In spite of that, the Railways have reduced their wagons acquisition programme. Madam, when the Railways' five-year plan was finalized, the rolling-stock acquisition programme was finalized. In the corporate plan which was started in 1985, this projection was made. Now this corporate plan has gone haywire. There is no corporate plan. There is no five year Plan for the Railways. Even the target which has been fixed in the Annual Plan - suddenly after six months after finalization of Annual Plan - that is the acquisition programme, the acquisition of the rolling stock is being reduced.

Similar is the condition with the passenger coaches. There are two production units with the Railways. They are Railways own production units. Previously there was only one production unit. i.e. the ICF. In the year 1986, the Government of India thought that with the

increase in passenger traffic to the extent of five per cent every year, there should be another coach manufacturing unit and that was sanctioned. This was set up in Kapurthala which started commercial production in 1988. Together the total capacity of Indian Railways own passenger coach manufacturing unit is about 2,100. Besides, there is a premier manufacturing unit in Bangalore, that is, Bharat Earth Movers Ltd. Their capacity is 400. Now the Railways have decided to acquire less number of passenger coaches. It is rather surprising. When there is a growth in the passenger traffic - this is at least better than the performance of the freight traffic of last year - to the extent of four per cent if not five per cent, the Railways have decided to acquire less number of passenger coaches. The passenger traffic growth is four per cent. It was two per cent a year before. In spite of that, why have the Railways decided to acquire less number of passenger coaches?

Madam, you have the experience of travelling in the local trains I am not talking of EMU. I request the hon. Railway Minister, at least, to travel by a local train not by EMU. You will find the plight of the local train passengers. The outdated coaches are still being used. You will not find any shutters. You will not be able to use the toilet. You have stated here about the environmental consciousness of the Indian Railways and how the latest material is being used for the toilet. There is no light in this summer, you will find the ceiling fan is not working. In the rainy season, there is no shutter. You will not be able to save yourself from the rain. In summer you will not be able to save yourself from the hot waves. Such is the condition of the local trains.

16.10 hrs.

(Shri Sharad Dighe in the Chair)

So there is a need to replace when there is a growth. There is a growth in the passenger traffic. If we see it from 1950-51, there is a growth of passenger traffic to the extent of 67 per cent, whereas there is a growth in passenger coaches only 37 per cent. So there is a need for the replacement of 35 per cent of the overrated coaches. But the Railway Ministry have decided to reduce the acquisition programme to 1400. In this year Budget speech, Mr. Chairman, Sir, and also in the last year Budget speech, you will find that he has praised the workers of Chitranjan Locomotive Works.

They did commendable work. They could surpass the targets fixed for the manufacturing of electric locomotives. The Railways decided to increase its manufacturing capacity from 105 to 115, 135 and finally to 150 locomotives. This year, as per the explanatory note given here it is mentioned that the Railways would

require 117 locomotives. That is what is given in the explanatory note in the papers circulated along the Budget, that actually the Railways have decided to reduce it to 107 electric locomotives.

There is a thrust in the electrification programme and the hon. Minister has increased the allocation for the electrification programme. We must thank him for enhancing the allocation for electrification. There is need for electrification and the pace of electrification has to be increased. The target fixed for the Eighth Five Year Plan has to be achieved, that is, 2700 route kilometres have to be electrified. Only 18 per cent of the railway track is electrified now; out of 62,500 km only 11,000 km have been electrified. There is need for electrification and there is an enhanced allocation for electrification programme. But there is a reduction in the programme for acquisition of electric locomotives! Is this because of the Railways' decision to import the ABV 3-Phase 6,000 HP electric locomotives by overruling a unanimous recommendation of a high-powered committee, the Railway Convention Committee? This is a precedent; it is a unanimous recommendation of a Parliamentary Committee. But what is the reason? If the manufacturing programme is reduced from 150 to 107, more than 2500 workers will be rendered surplus. How will they be utilised? Then why have the Railways decided to increase the capacity of the Chittaranjan Locomotive Works? Not only that. In the Durgapur Steel Plant they invested thousands of crores of rupees for the modernisation of the Wheel and Axle Plant. In addition to the Wheel and Axle Plant at Bangalore which is in the Railway Minister's constituency, there is also a Wheel and Axle Plant at Durgapur. Their main products are wheels and axles. Is the programme for acquisition of locomotives reduced?

We are not manufacturing locomotive wheels. We should try to manufacture them. We are importing these locomotive wheels. If the production of passenger coaches is reduced, then there will definitely be an impact on the wheel and axle manufacturing also. We fail to understand why this is so when there is a growth both in passenger and freight traffic, when there is a need for expansion.

We are not opposed to unigauge system. We all want one system. But it will be the hon. Minister's dream only, because we will never have this unigauge system. We will continue with broad gauge, metre gauge and narrow gauge systems. After conversion of 6,000 km. If I am correct, still 21,000 km of metre gauge are there.

SHRI C.K. JAFFER SHARIEF : You will have that in West Bengal.

SHRI BASUDEB ACHARIA : In this project of unigauge, our share is negligible. Out of Rs. 1650 crore allocated for this year, our share is negligible.

SHRI C.K. JAFFER SHARIEF : All metre gauge lines will be transferred to West Bengal and all broad gauge lines from West Bengal will be transferred outside the State.

SHRI BASUDEB ACHARIA : No, we are not opposed to unigauge system.

What is our concern? He has stated in his speech that the criticism for this unigauge project is because we are not properly informed, as if we are misinformed and as if the Standing Committee on Railways is misinformed. We are not misinformed. There are experts on the Railways. Even the former Chairmen, the former Member (Traffic) after their retirement have now started saying that enough is enough. Now, we should stop what we decided earlier in the Seventh Five Year Plan which is that this gauge conversion should be on a selective basis. That was the correct policy. What has happened due to massive allocation and massive investment for gauge conversion? This year the target for new line is only 17 kms.

SHRI ANNA JOSHI (Pune) : Is it only 17 kms?

SHRI BASUDEB ACHARIA : The Railways are proposing to complete this year only 17 kms. Last year it was only 42 kms.

Mr. Chairman, we know, you have a problem in Bombay suburban system. The Standing Committee on Railways had exclusively examined the problems of suburban railways not only of Bombay but also of Calcutta and Madras. But what will happen to expansion of railway network?

In reply to a question on linking Agartala with Pacharthal it is stated that the railway line has been extended from Kumarghat to Pacharthal. He has stated that where there is a will there is a way. But wherefrom money will come? (Interruptions). Tripura will not have any railway line in future. In West Bengal two district headquarters of North and South Dinajpur will never be linked with railway line because in the last year's Budget you allocated only Rs. 1,000 for this purpose. Then there was a shouting on the floor of the House and in the Supplementary Budget you made a provision of Rs. one crore, but no work was started. The office was shifted. We do not know what had happened to that money of rupees one crore and whether that has been diverted for gauge conversion also or not.

Similar is the case with Tamlik-Dighe line and other railway lines. In West Bengal regarding Howrah Amra line, the foundation stone was laid by late Shrimati

Indira Gandhi. I would request the hon. Minister to read the speech made by late Shrimati Indira Gandhi while laying the foundation stone of Howrah-Amra railway line. I want to quote from what she said at that time.

SHRI C.K. JAFFER SHARIEF : I am glad that you used her name so loudly.

SHRI BASUDEB ACHARIA : Sir, this year the Railways have allocated only Rs. 1,000. What do they want to do with just Rs. 1,000?

I want to draw the attention of the Minister to the expansion programme of the railway network. Railway is not for the Railways alone. Unless there are railways, there cannot be industrialisation. That is why we have been demanding that there should be more budgetary support for the Railways. At one time, the budgetary support was seventy-five per cent but in the Eighth Five-Year Plan, it has been reduced to nineteen per cent only. Unless there are railway lines, there cannot be any development. Some areas which are backward will continue to be backward unless there is expansion of railway network. That is why we have been demanding that there should be more budgetary support for Railways. If the budgetary support is reduced, then why should Railways pay dividend? Even for a line which was constructed one hundred years back, the Railways are paying dividend to the Central exchequer. The dividend payable to the Central exchequer is more than the amount paid by the Central Government as budgetary support. So, if the budgetary support is not paid, then the Railways also should not pay dividend to the Central exchequer.

I was a member of the Railway Convention Committee, when the Indian Railways Finance Corporation (IRFC) was constituted. We expressed our apprehension that by borrowing money at the rate of fourteen per cent per annum, the Railways fall into a debt trap. This year, the Railways programme is to borrow more than Rs. 2,200 crores from the market. When the Railways are already in a debt trap, where will the money come from for repayment of loans? Why should the Central Government not pay subsidy? Mr. Chairman, Sir, you have also quoted from some countries' Railway Reports, that suburban railways are subsidised all over the world because they are carrying a social burden. Railways are carrying some essential commodities at less than the normal freight charges, and for that, the Central Government must pay subsidy to the Railways. Otherwise, where will the money for Railways come from? Unless all these problems are addressed, there cannot be expansion of railways.

Now, why are we asking for the expansion of the railway network. There are about eleven thousand

kilometres of railway lines on important routes which are in the state of saturation some may be under Western or Central Railway and some in Eastern or South-Eastern Railway also. Whenever we demand new trains on a particular section, the stereotype reply given is that particular section of the Railway is already saturated or over-saturated. To some extent, it may be true that the line may be saturated, but can the capacity not be augmented?

Sir, we are asking for additional lines between Howrah and Panskuda and Panekuda and Kharagpur. Similarly there is the Howrah-Bardel section also and the Sealdah section also. Why are we asking for them? I have been making a very simple request for which no money is required and no extra rake is required. I have been asking for extension for which also no change of the existing timings is required.

One section was converted into broad gauge. We congratulated the hon. Minister. Although he assured me two years back that he would come and formally inaugurate it, he did not find time to inaugurate that section.

SHRI C.K. JAFFER SHARIEF : You did not invite me.

SHRI BASUDEB ACHARIA : I made several requests. The date was fixed and it was subsequently cancelled. Only one train had been introduced. After one year the Railways would come to the conclusion that the return on capital investment for conversion, which has now increased from 12 per cent to 14 per cent, is negative and it is incurring losses. I have been making a very simple request to extend the Kharagpur-Khatia Passenger up to Howrah. The reply is that the section is oversaturated. If it is oversaturated, then you increase the capacity, provide additional line and augment the capacity. For these things wherefrom the funds will come? Massive investments are made in gauge conversion. Gauge conversion is good. But what is the impact of it on the traffic? I want to know whether any study has been undertaken to know the impact of the gauge conversion on both the freight traffic and passenger traffic.

In 1992 this programme of Project Unigauge was started. In January, 1992 the Railway Minister thought that we should have Project Unigauge. It was good. Three years have passed since then. I want to know whether any study has been undertaken to know the result or impact of the Project Unigauge on the passenger traffic and freight traffic. I want to know whether there was any increase in the freight traffic and passenger traffic or not. If there is increase in the passenger traffic, then why the same impact is not there

in the rolling stock acquisition programme? Why is there programmes for less production of locomotives, less production of passenger coaches and less production of wagons? I want to know whether there is any possibility or any scope to make the meter gauge system more efficient. I want to know whether any efforts have been made to know whether anywhere else in the world there is more efficient meter gauge system than what we had or what we have now. I want to know whether there was any possibility of making this system more efficient than the broad gauge system.

What has actually happened? The Lumding-Guwahati section has been converted to broad gauge. But there is no possibility that you will be able to convert the Lumding-Badarpur section because of 36 tunnels and because of geophysical conditions existing there. A passenger from Badarpur was previously able to go directly up to Guwahati. Now the passengers of Badarpur have to get down at Lumding and catch the broad gauge train from there to go to Guwahati. When you converted Lumding-Guwahati section to broad gauge, the parallel meter gauge line could also be there so that the meter gauge train from Badarpur can also be there up to Guwahati.

When an amount of Rs. 950 crore is being invested for gauge conversion the allocation should be proportionate.

Why is the share of West Bengal, Kerala and Bihar is less than the other States? Susheela Ji will be able to tell you about the position of Kerala better than me. Then, Dr. Asim Bala has been clamouring and demanding conversion of a small pasture of 15 to 20 kms from Shantipur to Nawadevdam. It is a genuine demand. He always gets a standard reply that it is unremunerative. I know how unremunerative section can be converted into a remunerative section. The Minister knows better than me.

Mr. Chairman, Sir, I want to draw the attention of the hon. Minister of Railways to another important point and that is, the research and development report of the Indian Railways. What is the percentage of amount spent on research and development out of the total turnover? It is only 0.02 per cent. (Interruptions) We have a very rich infrastructure at the research and development organisation of our railways. Our RDSO is only doing adoption of technology. I want to know whether we are developing our own technology. Our engineers, technocrats, technicians and workers have manufactured 5,000 HP locomotive in Chittaranjan Locomotive Works. But our Government wants only ABB and they do not need own technology. They are spending Rs. 700 crore on the import of foreign technology. If we can spend Rs. 700 crore for expansion

of network, we will have another 700 kilometres of new railway line. "Where there is a will, there is a way". Then, even Agartala will be linked with a railway line. Why should we import the foreign technology? What is the necessity for it when we can manufacture 5,000 HP locomotive? We can manufacture 6,000 HP locomotive also in our country itself.

We should decide our priority as to whether we should take up expansion of railway network or gauge conversion or the import of technology. We do not say that the ABB technology is not good. The technology is good. The three phase, 6,000 HP ABB locomotive is the most modern technology available and we, still, have a technology of 1960s. We have not yet updated our technology. Our Research and Development Organisation can work on this and they can update the technology for Indian conditions and they can manufacture 6,000 HP locomotive also. Sir, do you know the cost of 5,000 HP locomotive which is manufactured by our Chittaranjan Locomotive Works? It is only Rs 3.5 crore.

MR. CHAIRMAN : Please wind up.

SHRI BASUDEB ACHARIA : I will wind up, Sir

Sir, I have not spoken about the suburban railway. Please allow me to speak on this. I will be supporting your cause and that is why please give me more time in suburban section, we support what Shri Ram Naik has said and what the hon. Member said from the other side... (Interruptions)

SHRI ABDUL GHAFOOR (Gopalganj) : If the whole Budget money is consumed by Calcutta and Bombay, then what will we get?

[Translation]

SHRI BASUDEB ACHARIA : No, we will consider Bihar also. It will be done in Patna also.

[English]

Bombay has dedicated corridor for EMUs, for suburban trains, but Calcutta does not have a dedicated corridor. The Standing Committee has recommended that in Howrah-Kharagpur section, Bandel section, Bardhaman and also in Sealdah section there should be a dedicated corridor. There is a proposal to have coaching terminal at Shalimar. What is the fate of this? It was to be inaugurated in March this year. Prof. Suanta Chakraborty is from that area; he knows better than me; Prof. Suanta Chakraborty is saying that the work has stopped. What about the double-discharge platform at Howrah and Sealdah? How much allocation is being made?

Sir, the Circular Railway is a misnomer please change the name. How can you call it Circular Railway unless you complete the work on the Circular Railway? The work is yet to be completed on a five kilometres' stretch and that too it is just a single line. Do you know what is the speed? It will be surprising, Mr. Chairman, if you know the average speed of the train. You have the experience with Bombay suburban trains, but I request you to travel to Calcutta and see this Circular Railway. The average speed is just 25 kilometres per hour. It is not yet electrified and it is only a single track. The portion of 5 kilometres from Majherghat to Princephat has not been completed for the last ten years. The problem lies with Calcutta Port Trust. Now, you have a proposal to have an elevated structure. Why have you not made any provision for that in this year's Budget? What about the original plan of Calcutta Metro from Ramrajatala to Salt Lake and extension upto Goria and up to Barrackpore? What about that? Now, you are thinking to handover it to the State Government.

SHRI C.K. JAFFER SHARIEF . The question to be debated is whether it is the Budget for Calcutta or the Budget for the entire country.

SHRI BASUDEB ACHARIA : I am speaking for Bombay, I am speaking for Patna and I am speaking for Bangalore also. Though you have forgotten, I have mentioned about your constituency problem relating to Bharat Earth Movers and Wheel and Axel Plant. I am speaking for the entire India.

Now, Sir, I will finish by referring to what he has said about improving the industrial relations. He has proposed to have, in the last year's Budget speech, the participation of railway employees in management. PREM is about workers' participation in the management, in the policy-making in a meaningful way. I want to know from the hon. Minister as to how many meetings have been held within this one year. What exactly is the functioning of this PREM (Participation of Railway Employees in the Management)? Now, it has been upgraded in the apex also. He has proposed to have the participation of the Railway Board. And yesterday only, we have seen in the newspapers that he has invited two representatives from two federations to participate in the General Managers' Conference.

This is not enough. Workers' participation in management should be in the policy-making itself. It is the meaningful way.

SHRI C.K. JAFFER SHARIEF : This is very extraordinary, Even this you do not want to appreciate. Why do you want to be a hypocrite? Is it your right to talk of the workers' welfare? It is very disgraceful that you do not want to appreciate what we did to the workers.

SHRI BASUDEB ACHARIA : We want workers' participation in a meaningful way. Why are you not introducing secret ballot? The workers will choose their representatives. We have been demanding that there should be review in respect of the policy of recognition of the unions in the railways. Why should there not be unions in production units? Why should there be two federation only? When there should be two federations, why should there not be three or four federations? There should be one federation and that should be decided through secret ballot. Workers should choose their representatives. Why are you not changing this policy? Then there will be participation of workers in management. We will support you if you take the initiative. You have constituted so many committees. That is good.

SHRI C.K. JAFFER SHARIEF : Your logic is good. Either you be on this side or be on that side.

SHRI BASUDEB ACHARIA : You will get all support from the Members, from BJP to your side. There are Members in the Congress-i. Shri Oscar Fernandes is also nodding his head. He is supporting me!

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum) What he says is you are good. But he wants you to be better.

SHRI C.K. JAFFER SHARIEF : He said about workers. I said 'either you be on that side or come to this side.

SHRI BASUDEB ACHARIA : You take the initiative in this. You will get all support. Have a review of this policy. You are continuing with this for many years. Why should there not be any unions in production units? You know that the Staff Council rarely meets once a year. How the grievances of the workers can be redressed if this Staff Council meets once a year? Have the unions there. They will cooperate, workers will cooperate. They know the crisis that the Railways are facing. They will also extend their support because Railway is the biggest public sector undertaking in our country still having 16 lakh employees although you are not filling up the vacancies after retirement of the railway employees. The vacancies are not being filled up. Posts are being surrendered. The workers who have been rendered surplus because of change of traction from steam to diesel locomotives are not yet being re-deployed. They still remain surplus and workers were retrenched because of the change of traction and they have not yet been taken back. We expect you to take the initiative in this regard. You will get all support from this House.

When the Vote on Account was being passed, we Shri Ram Naik, yourself and I expressed our concern for the suburban passengers. We demanded that there

should not be an increase in fare of sub-urban passengers. The Railway will loss only Ra. 48 crores if the proposal for fare hike is withdrawn. That will do. You don't increase the fare of suburban passengers. Withdraw the proposal that you have made in your Budget for the increase of suburban passenger fares and get all support. You provide more money, better amenities and new coaches and reverse the policy. With these words, I conclude my speech.

DR. MUMTAZ ANSARI (Kodarma) : Mr. Chairman, Sir, this Railway Budget which has been presented by the hon. Railway Minister is a soft Budget. I think, this Budget has been implemented keeping in view of the coming general election of the Lok Sabha. That is why, the fares of the second class passengers have not been increased. So far as luxury classes are concerned, the hike has taken place up to ten per cent. So far as freight is concerned, it is a matter of concern for all the common people living in this country, the poor people who are concerned with this freight hike because this has taken place by seven per cent. This is bound to increase an inflationary trend in the country because so many commodities which are just being transported by railways from one corner to another corner of the country, will become costlier. So, I oppose whatever hike in freight has taken place. This should not have happened because this will increase the cost of so many commodities which are consumed by general people of the country.

Similarly, this Budget is not a balanced Budget in various respects. So far as North India is concerned, so far as South India is concerned, there is a divide which has been created between the North and the South. Similarly, one divide has been created between the urban areas and the rural areas; a divide has been created between the backward States and the advanced States of the country. So this cannot be called a balanced Budget. This is the most unbalanced Budget. Previously also, we had opposed this Railway Budget because last year also, whatever Budget was presented, that was also giving a picture as if that was not a balanced Budget for the country. We had opposed that Budget last year also. We had placed our demands before the hon. Railway Minister that this imbalance should be corrected, that this should be set right. We had staged a dharna and we had met the hon. Railway Minister with a delegation. We had requested that this imbalance should be removed. But in the present Budget, this imbalance has not been removed.

So far as gauge conversion is concerned, so far as renewal of track is concerned, so far as electrification of railway is concerned, so far as introduction of new trains is concerned, so far as opening of new railway

linea is concerned, in all respects, certain States have been discriminated against. And Bihar has been badly affected and badly neglected by the hon. Railway Minister. So far as South Bihar is concerned, South Bihar is very much replete with natural resources, forest resources and mineral resources and transportation of coal is also taking place from Bihar to different other remote corners of the country. We had requested the hon. Railway Minister that this backwardness of Bihar should be kept in view because unless and until there are infrastructural facilities provided to any State, the movement of coal, the movement of goods and services, the movement of various commodities, the movement of coal, the movement of graphite, the movement of granite and so on in which this part of Bihar is replete, will not be possible. But that was not paid any heed to. That was also ignored by the hon. Minister.

So far as new railway line is concerned, only 130 kilometre line has been proposed in this Budget which is located in South Bihar. But so far as North Bihar is concerned, so far as the Himalayan range is concerned, so far as the proposal of a railway line between Darbhanga and Rukhsa is concerned, we had requested the Hon. Railway Minister about all these areas. But our requests are pending with the hon. Minister and we expect that he will pay a heed to whatever we are requesting for. But that request was also not conceded. That is why, these new proposals did not include the railway lines of Bihar.

Similarly, many headquarters of Bihar are not connected with the railway lines. Many areas which are very much sensitive and which are important had not been connected by railway lines. In this way, Bihar has been completely neglected. One survey order from Giridhi to Kodarma which has been provided for in the Railway Budget is going to be conducted. But up to now that has not been taken up seriously. I hope the hon. Minister will take up this seriously and the order for this survey work will be executed very shortly from Giridhi to Kodarma which lies in my constituency.

Similarly, Hazaribagh is a very important headquarters from all points of view, namely, geographical, historical, natural resources and passenger and traffic burdens. Time and again, we have requested the hon. Railway Minister that this historically important Hazaribagh district should be connected with railway. But in spite of our repeated requests this has not been conceded to; this has not been accepted by the hon. Minister.

Similarly, there is a historically important railway line which connects Gaya and Patna. In this regard, for the last many years, since Independence, we had requested, in writing, so many Railway Ministers for

the doubling of this line. We had already made our submissions before so many Railway Ministers. We have just now submitted before our hon. Railway Minister also because this connects Patna, the Capital Town of the State and the Internationally important city, Gaya. But, up to now nothing concrete has been done. Neither any proposal has been provided for nor anything concrete has been done for the doubling of this railway line which connects Gaya and Patna. This may increase the passenger traffic; this may increase the earnings of the Railways; this may increase the efficiency of the Railways; this may reduce the accidents; this may facilitate the passengers of that area. Gaya is a place of pilgrimage. Gaya is a sacred place. People from all over the world are coming to pay their respects. Bodh Gaya is located there. This is also a historically very important place from religious point of view. People from Japan and China are coming here to pay their respects. But, in spite of all these facts, the Railway Minister has not accepted our proposals.

Sir, so far as the movement of wagons is concerned, this is very important for the movement of commodities and articles from one corner of the country to another. The Federation of Indian Chambers of Commerce and Industry has also put forward certain proposals. In northern India, there is no sufficient supply of wagons. That is why, there are some sort of impediments, some sort of bottlenecks and obstacles in the movement of various articles from one corner to another. This point of view has also not been taken into consideration by the hon. Minister. In northern India especially, this facility is lacking. So, I would like to request the hon. Minister that the production of wagons should also be accelerated and the wagons should also be made available to all those who are concerned with the acceleration of the movement of the commodities from one corner to another.

So far as the freight hike is concerned, what I would like to inform the hon. Minister is that once it has been increased, there is a rail-road competition. In that case, the Railway Department itself will be affected. If the people prefer to send their commodities by road, the earnings of the Railway Department by way of freight will be adversely affected.

So, this rail-road competition should also be kept in mind. This freight hike should be reduced, so that it may be easier and it may be less costlier for the persons for sending commodities from one corner to another. I hope that the Railway Minister will take into consideration this freight hike.

The next point is very much important from our party, Janata Dal's point of view. That is, the Mandal Commission recommendations should be implemented.

I am happy to note that in the Railway Department, which is the second largest Department in the world, the Mandal Commission recommendations are put into execution and implementation wherever recruitment is taking place. But there is some sort of embargo and restriction on the recruitment. I would request the hon. Minister that this embargo should be lifted, should be removed and the people from weaker sections, minorities, SC and ST people should be recruited because their condition is very much miserable. In order to alleviate their misery and sufferings, they should be recruited in the Railway Department.

While the Railway Ministry is looking into gauge conversion and new railway lines and introduction of new trains, in that respect I would like to request the hon. Minister that new trains should also be introduced in northern India and especially in those States which are economically and industrially backward. Particularly in Bihar no new trains have been introduced. So far as gauge conversion is concerned, that has also not taken place in Bihar, Orissa and West Bengal. Even where it is done, it is done on a smaller scale. But on a large scale that should be taken up because these are all infrastructural facilities. Unless you provide infrastructural facilities to these backward States, I do not think that these States will be progressing well and they cannot be set on the sound footing on par with those States which are advanced. Our hon. Minister is paying much more attention towards southern part of the country and that is but natural because he comes from that part of the country. That is why he is concentrating on the development and progress and prosperity of that part of the country. But so far as the northern States and especially those States are concerned....

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : Rajasthan is not in the South; Narkatiaganj is not in the South.

DR. MUMTAZ ANSARI : In Rajasthan at least there are camels which are sufficient to carry the load. They can also be used as a means of transport. But in Bihar camels are non-entities. That is why I am making a special request to the hon. Minister.

[Translation]

SHRI DAU DAYAL JOSHI (Kota) : Hon. Anaarji, your state has given three Ministers of Railways. It is our misfortune that we did not have a single Minister of Railways. It would really do us good if someone like Shri Ayub Khan becomes a Minister from our State.

PROF. RASA SINGH RAWAT (Ajmer) : Please give attention to Rajasthan also.

[English]

MR. CHAIRMAN : No regional disputes; no regional fights.

DR. MUMTAZ ANSARI : Much attention has been paid by the hon. Minister to Rajasthan. So far as Bihar is concerned, it has been badly neglected. That is why I am making a special request. So far as Rajasthan is concerned, in addition to camel, there are so many other means of transport also. Joshiji is there; he is an Ayurvedic expert; that is why there is no such problem existing in Rajasthan!

17.00 hrs.

Bihar is a very backward State. There is an impression that as Bihar is ruled by the opposition parties, much attention is not being paid to that State. So far as BJP is concerned, they are working hand in glove with Congress. That is why BJP ruled States are getting much more facilities; and more attention is paid by the hon. Railway Minister. This is the general impression which has been created. This may be wrong; this may be right. But this is the general impression created in the minds of our countrymen. They have become partners; they are working hand in glove; they are very much close to each other; and they have got proximity to each other. That is why they are getting the facilities in States like Maharashtra, Gujarat and Rajasthan. But so far as Orissa and Bihar is concerned, ... (Interruptions)

[Translation]

SHRI RAJVEER SINGH (Aonia) : What do you have to say about Karnataka?

[English]

DR. MUMTAZ ANSARI : This is a very historical place. This is the place of Tipu Sultan. That is why nobody will dispute that there should be concentration of attention there for the development of railways.

So far as hawkers are concerned, their services should be regularised. They should also get some place on the platform because they come from the poorer sections of the society.

Bihar has been badly neglected so far as electrification is concerned. So, electrification work should also be expedited in that part of the country. Similarly, there are so many facilities which are available in different States and stations. They should also be made available in the stations in Bihar. Beautification of the stations should be taken up. There are so many things which are lying idle and are being stolen by the employees of the Railway Department themselves and also the outsiders. This should be reduced so that the

costs are brought down and the efficiency of the Railways is enhanced. These are my suggestions.

[Translation]

SHRI VIJOY KUMAR YADAV (Nalanda) : Mr Chairman, Sir, Bihar has been grossly neglected this time also. I do not hesitate in saying that the Congress Government has understood it well that they do not have any future in Bihar. That is why they are not willing to listen to any desperate pleas of the representatives of Bihar. When the division of developmental works will have political bearing then it will undoubtedly lead to resentment in States. Bihar is one such State which generally does not react but when it wakes up then it goes to the extent of revolt. I would like to extend a suggestion to the Congress Government that if Bihar continues to be treated with an intention to keep it backward in every field. Bihar will not tolerate it for long and will set out for a rise. If Bihar revolts then the situation may start slipping out of hand and finally Bihar will get its due share. I want that Bihar should get its legitimate share. What is the basis for the allocation of Railway Development Fund? Whatever works are undertaken, e.g., expansion of rail lines or some other work, etc. and the funds are allocated, then Bihar should also get its due share in these funds. Bihar tops the list in regard to raw material, industrial development and some other potential. That is why, I want to say that if you neglect Bihar from this point of view then you will lose hold on Bihar in other matters also as you have already lost a political hold on Bihar. Bihar will assert its authority and get its due share in other matters also and not beg to get its due share. People are revolting at several places but have you ever given it any thought? You should remove all regional imbalances and give Bihar its due. Today no Cabinet Minister or a State Minister visits the northern Bihar as this part of Bihar has not been linked with railways. It is not easy to travel by motor-car to reach this area. Bihar is divided into three parts, i.e., Northern, Central and Southern. The Southern Bihar has all the mines—iron, Mica, Coal, etc. The expansion of rail lines had been done here with a specific purpose of transporting the goods from this part of Bihar to other States and ensure industrial development there. Today Bihar is being exploited. It is not proper to deny Bihar of its due share of its resources.

Mr. Chairman, Sir, the Chief Minister of Bihar has recently made several announcements. He proposes to invite multinationals there but for that, existence of a matching infra-structure is a precondition. It includes electricity and railways also. He has recently met the Minister of Railways but we have not received any report in regard to the contents of the talks. The Central Government should consider it.

Sir, Patna is Bihar's capital where there has been a long-standing demand to construct a railway overbridge and the several successive Governments had promised also from time to time to get it constructed but it is yet to be constructed. We do not have any zonal office in Bihar and that is why the local people have to go to Calcutta to work in Railways. The rail have a big expansion in Bihar but unfortunately the main control is exercised from Calcutta.

Not to talk of setting up new factories, the old rail engine repair factory in Jamalpur in Bihar was closed down. The rail lines are being expanded at several other places in the country but the Fatuha-Islampur metre-gauge line has been dismantled. You should have converted it into a broad gauge line but you are expanding the rail lines on political basis. It is being said about the Buddhist circuit that it will receive Japanese aid. It is a very big site. The pilgrimage of Hindu-Muslim, Sikh, Buddhist and Jains fall on Bakhtiyarpur-Rajgir line, Pawapuri, Nalanda, Rajgir etc. fall on this line and there has been a long-standing commitment to expand this line upto Gaya. This matter had been raised here during the Question Hour about six to seven months back and the hon. Minister had in a way made a commitment that the Bakhtiyarpur-Rajgir line would be expanded up to Gaya. I feel that the Government should honour their commitment. Our friends discussed about Patna-Gaya railway line and the issue of doubling it has also been raised time and again and the former Ministers of Railways promised at the meetings of the consultative committee and then again it was promised at an informal meeting with the Members of Parliament but this promise of undertaking the work of doubling the line is not being translated into reality. Patna, the capital of Bihar, does not have a single Delhi-bound train. It has been a policy of the Government to have the trains linking all the state capital with various capitals and we have been demanding for it for long. The Government must consider it and introduce a Delhi-bound train from Patna.

There has been a long standing demand of constructing a railway overbridge, in the absence of which people face many hardships and there are accidents and traffic disruptions.

The running of new DMU trains has provided a great relief to the passengers in particular and they reach their destination faster. The surrounding areas of Patna like Mughalsarai, Gaya, Rajgir, Barauni etc. should be linked with the State capital by suburban trains and their frequency should be increased so that people can commute to do their work conveniently. In North-East Express train, there is no quota for berth reservation for Patna. The Magadh Express has no quota

from Bakhtiyarpur. Bakhtiyarpur links many international places. There is no stoppage of North-East Express and Purva Express there. Arrangements should be made for their stoppage: Many trains passing through the main line of Bihar which goes through Patna does not go there because it has not been electrified. The Government has taken a decision on its electrification and the work has been started but with a slow pace. Therefore, the electrification work of the Jhajha-Patna-Mughalsarai route should be accelerated. The common commuters have to face many difficulties since the initiation of the system of computerised reservation and increase in the passenger load on trains. Generally, they are not able to get reservation soon. Therefore, there is need to run trains with unreserved berths. A large number of labourers from Bihar come to Delhi, Punjab and other Places and thousands of labourers have to remain on railway stations. They do not get any room, seat in the trains. Therefore, I urge upon the hon. Minister to make arrangements for running such trains which may mitigate the difficulties of such labourers who travel to other cities for making a livelihood and also of other passengers.

The fare of Rajdhani Express running between Delhi and Calcutta via Gaya is less as compared to that running via Patna. That train does not run daily. It runs via Patna for three days and via Gaya for rest of the days. A passenger going from Delhi to Howrah has to pay more fare for travelling at a particular route. This difference should be removed.

My second submission is that the Patna railway station is too congested and does not have necessary cleanliness arrangements and the desired development. The Ministry had given an assurance to run more and more trains through Patna and some land was also acquired in Fatuha and some work has also started there but I think that the work is not being expedited. Hence, extension work of Patna and Bakhtiyarpur railway stations should be undertaken. We have one more long standing demand and that is for extension of Bakhtiyarpur-Rajgir railway line. The hon. Minister is also aware that it is an important railway line and the Government of Japan is also going to give assistance for it. Therefore, the matter of extension of railway line upto Gaya should be taken up so that our long standing demand is fulfilled. Thankyou.

[English]

SHRI A. ASOKARAJ (Perambalur) : Thank you Mr. Chairman. On behalf of my party, All India Anna DMK, I would like to say a few words.

First of all, I would like to congratulate the hon. Railway Minister for introducing the Shatabdi Express.

Regarding the MRTS - Madras Rapid Transit System between Madras Beach and Luz, I would like to state that the work is going on at a very slow pace. Though the hon. Minister has provided something in this year's Budget, it is not satisfactory to us. Hence I request the Minister to see to it that the MRTS between Madras Beach and Luz be completed as early as possible.

The Hon. Minister has announced that a broadgauge line between Tambaram and Villupuram will be taken up. This is very important and I congratulate the hon. Minister. Even though I am very happy with the announcement, I have a suspicion in my mind that it will take a long time before it is completed. It is all right to announce that the work will be taken up. But the most important aspect is as to when it will be finished. This is what I would like to know from the hon. Minister. Secondly, it is midway between Madras and Tiruchirappalli. So, I would request the hon. Minister to see that the Villupuram - Tiruchirappalli broadgauge line is taken up at least in the next year and I also request that within one or two years the conversion of broadgauge line between Tambaram and Villupuram should be completed.

I am also thankful to the hon. Minister as he has already proposed the Mainline Electric Multiple Units — MEMU — in the Madras - Salem sector. I would once again request the hon. Railway Minister to see that the work is completed on a time-bound basis. It is not enough to begin the work but it should also be seen that the work is finished as early as possible and according to the schedule.

There is a great rumour regarding a workshop in our area. My constituency Perambalur is in the Tiruchirappalli District. There is a workshop at Golden Rock.

17.20 hrs.

(Mr. Deputy Speaker in the chair)

Sir, it is an old and famous workshop. The hon. Minister knows about it. People are afraid that this workshop might be given to the private sector. I would like to request the hon. Minister to clarify and allay our fears that this workshop would not be given to the private sector. There are thousands of people who are working in this workshop.

Sir, some two or three months back one new train was introduced between Madurai and Madras. That is called the Koodal express. The people find this train very convenient for travelling and most of the people travel by this train. So, I would like the hon. Minister to take into account the request for inclusion of one A/C Chair Car coach in this train. I used to board this train

at Ariyalur. It is nearest to my constituency Perambalur. Almost all the coaches in the Rockfort express are very very old coaches. I would like to request the hon. Minister to kindly ask his officers to go and inspect the coaches. They are all infested by insects. They cannot be used. People are mocking at us. The hon. Minister should not take me in a wrong way but the rumour is, all the good trains are being taken to Bangalore side and we are deprived of the new coaches. Only old coaches are provided to Madras and Tiruchirappalli.

MR. DEPUTY-SPEAKER : Shri Oscar Fernandes is responsible for that.

SHRI OSCAR FERNANDES (Udupi) : Sir, most of the trains go from Bangalore to Tamilnadu.

SHRI A. ASOKARAJ : Sir, I am not alleging. I am happy that new trains are being provided to Bangalore. I am not against it. The only thing is that the coaches that are there in Madras should not be taken to Bangalore. People are having that suspicion. I do not have any suspicion. It is our experience because we are travelling by trains. We cannot travel in such good old coaches. We have no other way. We have to come to Delhi to attend to Parliament work. We have to come only by trains.

Sir, most of the MPs from the south catch their flight from Madras. The express trains stop only at Tambaram and from there it goes to north Madras. Only the Rockfort express comes at that time. So, I would like to request the hon. Minister that for the convenience of the Members of Parliament, if the Rockfort express could be given stoppage which would be nearer to the airport. I hope it will be taken into account.

Sir, I would like to mention about some administrative problems of the Southern Railway. We are never informed of the works that are taken up. We are only informed of some work being taken up in some station. But after that, whether the work has started or whether the work is progressing or whether the work has been finished, the status of work is never informed to us. Strangely, some weeks ago, a message reached me that a name plate bearing the name of some Member of Parliament belonging to some other constituency has been seen erected at one Mathur station which is very near to Pennadum station. It has been erected in such a manner as if the work is commemorated. So, the people of my constituency informed me about this. I asked the additional DRM about how the name plate bearing the name of an MP of another constituency is erected in another MP's constituency. Though this is not a grave mistake yet the officers should be careful when works are going on because these works are done for the welfare of the people. It should be seen and

consulted with the concerned Member of Parliament. I am only drawing your attention to the facts.

Due to heavy floods last year, the new broad gauge line between Karur and Madurai developed breaches. This is because the original work that was undertaken on this line was not done properly. I think even now the hon. Minister can resurvey this line. In the Budget speech the hon. Minister has said that he is going to take up at least 40 surveys this year. From the Sixth Lok Sabha onwards I have been a Member of Parliament representing Perambalur constituency. Since then I have been saying that in most part of my constituency the small children have not seen the train. They have seen the train only in pictures. From then onwards in almost every speech I have been requesting for a new line from Aryalur to Athur connecting Perambalur constituency and also connecting Perambalur and Thuraiyur. I assure the hon. Minister that it has a great potential as Jayenkondum Lignite Corporation is going to be set up there very soon. So, I request the hon. Minister to at least order for a survey to be conducted for this new line from Aryalur to Athur connecting Perambalur and Thuraiyur so that it satisfies the people like us who have been fighting for it for the last 15 years.

In my constituency, Aryalur is the biggest Railway Station. As a Member of Parliament, I am boarding the train from there. I am very sorry to mention that no facility is there for the passengers. When I raised this matter in one of the Committee meetings a long reply was given to me saying that revenue is not there. Even the account which they gave was not correct. When I board the train from Aryalur Railway Station I see a lot of other passengers boarding the train. If the Officers' account is correct then we have to take it that all those are ticketless travellers. But to the best of my knowledge, it is not so.

At Aryalur Railway Station there is one waiting room for the first-class passengers. Once I went there and asked the person concerned to open that room. When that room was opened, to my great surprise, I found a very big frog sitting on the table. Though this may appear to be a joke but I am trying to point out the manner in which these things are being maintained there. There is no place even for the Members to sit. I do not ask anything especially for me because I think we are just like the common people but at the same time we are being put into a lot of criticism by public. They question the way these stations or trains are being maintained there. I request the Minister to please take a note of it.

In the last meeting I had asked for an overbridge, though it is not coming in my constituency but it is very

near to Lalgudi in Tiruchirapalli Parliamentary constituency. But again the same account regarding traffic has been shown and it is said that it cannot be done. We all know that all North bound buses and lorries plying towards Tiruchirapalli have to come by this way.

I am not even asking for an overbridge at Aryalur. Around Aryalur there are about 25 cement factories for which material is being transported by road on lorries. If an overbridge is constructed at Valadi it will serve people better. I request the hon. Minister that first priority should be given to Valadi after which Aryalur can be taken up.

About a week ago it was stated in the Tamil Nadu Assembly that a rapid transport system will be implemented with the help of private entrepreneurs. They will definitely approach the Central Government. I request the hon. Minister to see that Government's sanction is given to this system as it would be very good, would cover more areas, and more people can be carried in lesser time.

You are aware of Maruthaiyur bridge, Sir. It is very near to Aryalur. This Maruthaiyur bridge lies between Pennadam and Pullambadi railway stations. The river turns very dangerous during rainy seasons because of heavy floods. Once Hon. Lal Bahadur Shastri resigned as Minister of Railways because of a rail accident that occurred here. This area lies in my Parliamentary constituency. It is an extremist infested area. The area between Pennadam to Maruthaiyur project, some 15 kilometres, is inhabited by a group of extremists. I have already spoken in many forums and meetings that more Railway Protection Force men should be deployed here. Once during nights the train used to travel this distance very slow. It should be seen personally to be believed. People used to be scared of that area as there were newspaper reports that it will be blown up at any time. This place comes under Southern Railway, in Tiruchirapalli Division, Sir. It should be seen that more Railway Protection Force men are deputed to patrol this area. I am going to finish it in a short while, Sir. I will not take much time.

Another fear prevalent in our area is that the Headquarters of Southern Railway would be shifted to Bangalore. I believe it is only a rumour; but as people are talking about it, I would request the hon. Minister to clarify this matter also.

Another thing is, the build, own, lease, transfer scheme regarding the private entrepreneurs, which is announced recently. Even though it is a good scheme, it should be seen that public is not harassed in any manner because once we are going to private enterprise

they should not have their own ruling. I request the hon. Minister to look into this.

Finally, I would like the hon. Minister to see that a new train is introduced between Coimbatore and Tiruchirapalli as there are large crowds at nights trying to board buses. We have been receiving many representations from people in this regard. So, I request the hon. Minister to see that a new train between Coimbatore and Tiruchirapalli is introduced.

[Translation]

SHRI RAJVEER SINGH (Aonia) : Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. The department of Railways is an important department in the country. The Railway network is spread through the length and breadth of the country and it has to take full care of the comforts and conveniences of the people. There is no better link other than Railways to join the South with the North and the East with the West. Railways is also a means of transport for the common poor but the Railways is suffering from mismanagement for the past few years. There are some difficulties. I would like to draw your attention towards one-two aspects. It is right to say that there should be a universal, uniform gauge for the whole country but this should be done only when we are economically competent to give a universal gauge to the whole country. Turning 4-5 thousand kilometer long railway line out of thousands of kilometers into universal gauge will not do. It is generally said, whether the hon. Minister is aware of it or not, that rules are not followed in gauge conversion processes. Honesty of purpose is also not discernable, there are scandals involved in it, no new tenders have been invited, work is done on one work order alone under the same system. On the issue of gauge conversion, some senior Railway Officers also admit in a hush-hush manner that there is so much terror of the Railway Minister that even very good advisers are afraid of giving him any advise lest they should lose their jobs. Therefore, they are not ready to say things with honesty, they are ready to speak out of record but not on record. This is a pitiable situation. This process is on now and it is beyond our reach to check it. But my submission is that you have sent a crazy wave of gauge conversion throughout the country. Just now one of my friends, here was supporting the cause of gauge conversion. We also support it but there should be some benefit involved in it.

I would like to cite an example. Kathgodam has been linked with a broad gauge line but from Lucknow the Kathgodam Express runs on a narrow gauge line. A narrow gauge train ran between Agra and Kathgodam for fifty years. Both these trains were very famous, but

what is their position now? These have been terminated in Lal Quan. Earlier people used to travel from Agra to Kathgodam wherefrom they directly visited Nainital. Now, they have to terminate their journey at Lal Quan where they face a lot of difficulties which the hon. Minister can never visualise because he finds a motorcade awaiting his arrival there to carry him anywhere he chooses. Same is the case with us when we visit Lal Quan as Members of the Committee. But imagine the difficulties of common people who drop at Lal Quan with their young children whom they are taking to Nainital to show them around the place. I am surprised at the inaction of your adviser. What was the need of dismantling the old line when new line was being laid under the gauge conversion programme from Delhi to Nainital or Rampur to Nainital. That narrow gauge line could have been allowed to exist and could be closed for traffic after the gauge conversion work from Kathgodam to Bareilly was completed. Unfortunately work is done unwittingly and without considering its pros and cons. The 20-25 kms. long railway line between Lal Quan and Kathgodam has been dismantled.

Now people are facing a lot of difficulties due to it, so I request you to pay attention towards it.

Mr. Minister, Sir, there are some other issues also. Time and again we write about that and in reply to it your secretary writes that 10 pairs or some other specific number of trains are running on that line. Such reply creates confusion and resentment among the people. There is a railway station at Pitambarpur, Earlier train used to stop at this station but I do not know why this stoppage has been canceled now. Due to this there was much resentment among the people and they got agitated. I have this newspaper with me and I would like to show the photographs of that violent agitation staged there. Trains were stopped there for five long hours and later on an official from your Department came there and assured them that within 15 days the train service will be resumed only then the trains were allowed to move from there.

Now a days people do not get accommodation in cities on rent and daily they have to commute up and down. All the members have raised the issue regarding suburban railways. The debate of today as well as of that day was about the facilities to be given to suburban passengers but what is the fault of rural people working in far away areas. Hon. Minister why their convenience is not cared for. Pitambarpur railway station which is also called Faridpur in a Tehsil, People from this areas go to Bareilly and Shahjahanpur for earning their livelihood. They have to commute up and down daily as they do not get houses on rent in these areas. They purchase monthly tickets for it. All of a sudden they

have cancelled the halt of the train there and have changed the timings. What will the people do? The stoppage of train has been cancelled and passes issued by Railway authority have become useless, then what the people will do? I have written several times for it but your secretary gives the same reply that the letter has been received and has been shown to the hon. Minister but your request cannot be acceded to, whereas this can be done and stoppage of that train can be provided there.

There is one Kisan Express which reaches Lucknow before the scheduled time and while returning reaches Bareilly before the scheduled time. That train can wait at the signal but cannot halt at the station. What is this. You should provide a stoppage for Kisan Express at that station which is also called Ganga-Satluj train.

You have introduced an Express train between Delhi and Gonda. Earlier it was in a very bad condition but now it has improved. It a halt at Pitambarpur is provided for this train, it will facilitate the people travelling between Delhi to Pitambarpur and Pitambarpur to Delhi. If this is done railways will also not lose anything and there is no harm in it but due to their own whims they will not do so.

You have introduced one more train and I have received at least 500 letters about it and you may have got thousands of that. I have already despatched there 500 letters to you. The name of that train is 'Sadbhawna Express' and we were hopeful that it will create harmony among the people but it has generated differences instead. That train runs between Moradabad to Lucknow via chandausi, Aonia, Chaneti and Shahjahanpur railway stations and leaves Bareilly railway station in between. I would not say anything about Bareilly station it stops at Aonia but there is no official stoppage, so passengers do not get ticket from there. It is a coincidence that both the 'Sadbhawna Express' coming from Delhi and going to Delhi passes each other at this station. According to your schedule there is crossing of these trains and both the trains stops there. You have the time table there for crossing but there is no time for stoppage of this train in that time table. If that train stops for 2 or 5 minutes and 30 or 100 tickets are sold from that station, what is the harm in it. Hon. Minister Sir, please think over it. Aonia is an important town. There is fertilizer factory of IFFCO and recently an oil depot has been sanctioned to be set up at Aonia by Shri Satish Sharma who is also present here. Three oil companies are setting up their depots at that station and it has become an important station but 'Sadbhawna Express' does not stop there. He will tell you and you can ask it. Sharmaji am I wrong if I say so? I am praising you and your department for starting new things

in the area but Railway Department is not cooperating with you. If stoppage is provided for that train for five minutes at that station I will think that...

SHRI C.K. JAFFER SHARIEF : The point is that you are praising the Petroleum Minister and criticizing me because he belongs to your area.

SHRI RAJVEER SINGH : It is not so, when I will speak against him I will praise you and his department will be criticised. Why are you worrying about that? A passenger train runs between Bareilly and Chandausi which has only 2-3 bogies. Two more bogies should be added to it. This train should have at least 5 bogies. There is no roads and other means of transport in that area so people have to travel on roof tops and joints of the train. These people are suffering great difficulties and quarrels and conflicts have become a routine feature there at the station. The train keeps standing at the station for hours together due to chain-pulling. Your officials are also present and they should listen to me. Bogies are kept idle at the station and these can be attached to the train. I request you to attach 2-3 more bogies with this train.

Just now an Hon. Member was saying that there is no train from Patna to Delhi. Perhaps he may not be knowing that Shramjivi Express runs between Patna and Delhi. It is a super fast train but has no quota for Bareilly. We cannot travel in it. We cannot get our seats reserved for Patna because it does not have even a quota of single seat.

Public amenities have not been provided at Bareilly junction even after according sanction for these. DRM had convened a meeting in this regard and I had also gone there. It was decided in the meeting that atleast toilets should be constructed at the platform. Sanction was accorded to that but even after passing of three years those have not been constructed. After repeated requests, the first class waiting room has been constructed at the platform but the chairs put in that are really uncomfortable I wish you have a journey like this and your train should also be late for three hours and I will really praise you if you will spend those 3 hours while sitting on these chairs.

We have to sit for 2½ or 3 hours on those plastic chairs. These are fixed along the walls of the room and not under the fan and mosquitoes are also there, the passengers have to remain there is a pitiable conditions. How you are punishing the passengers travelling in higher class. If you have to bring socialism you should abolish first class. A sleeper class etc. You should run a train which do not have different classes but if you charge four times or eight time charge then you should also provide facilities accordingly.

Now I would like to draw your attention towards an important issue. There is a rail coach factory in Izzatnagar under N.E. Railway. To appease the people of Punjab you have given that factory to Punjab. We do not have any objection in it. It was a good thing. We have also been given assurance that another factory will be set up there. Today that factory is going to be closed down and thousands of workers employed in it will become jobless. You have land, building and all other arrangements then why are you not using them. Bogies of passenger trains and goods trams should be manufactured there. You should pay attention towards it.

Now I would like to draw your attention towards a special issue. A survey for constructing railway line between Rishikesh to Karna Prayag in Uttranchal was conducted in 1935. Most of the people from Uttranchal join Armed Forces, they are facing a lot of difficulties. This survey should be conducted again.

MAJ GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : I have made several requests for allocating funds to get this survey conducted. But everytime you say that there is paucity of funds. Not a single paise has been spent on Garhwal subdivision during the last 47 years. Now something should be spent.

SHRI RAJVEER SINGH : Railway line can be constructed in Shimla and Darjeeling and now you are considering to construct railway line between Jammu and Srinagar then why it cannot be constructed between Kathgaudam and Almora and between Rishikesh and Karan Prayag or you do not wish to do that. Or you will listen to us when situation of the area will become similar to Kashmir. You should not do injustice with Uttar Pradesh. After all the people living there are also the citizens of this country. Whether you are punishing Uttar Pradesh for the fault that out of total 85 only five members of your party were elected from there. But these five will also not be elected if the same situation will continue further. Mr. Minister, I am hinting towards you. (Interruptions) Ajit Singh Ji, please help us.

My submission is that if the Government wants to come in power again then he should be made to understand. Introduce a train there and improve the railway facilities.

Now I would like to draw your attention towards the problem of the entire nation. Last year sleeper-class was declared by the Government. If all of a sudden any common man wants to travel, he does not get reservation. He does not get the sleeper class coach. If he travels in the reserved coach, he has to pay heavy penalty. I do not say that the day time passengers should be troubled. I do not rise to say so. My submission is

that one or two more unreserved coaches should be attached with the trains so that the common people can get a seat for sitting. The Government may change the design of those coaches. Make sitting arrangement available. The people have to face a lot of problems. We have to face the situation when we travel by train. They say that this is our M.P. we do not get a place to sit in the compartment where as he travels in the first class or A.C. It pricks us at that time. Let the common man travel in the compartment and complete his journey. The sword of penalty on him should be brought to an end. There is one thing in it that it causes loss and leads to corruption. If a TTE or conductor is honest, he takes the money and gives the receipt and if he is a dishonest person, he asks for money and advises the passenger to meet him at next station. The money goes in his pocket and later on he slips away. Please stop such type of growing corruption.

Just now I was criticising the system of gauge conversion. The reason behind it was that the whole money is being spent on gauge conversion but there are so many such areas, where there is no railway track. My friend was saying that railway tracks and the coaches are seen there only in movies. I would like to submit here that a new railway line should be laid between Chandausi and Farrukhabad, which will connect Chandausi with Calcutta via Badayun Dataganj, Farrukhabad and Kanpur. Thus you will get a bye pass from Moradabad to Calcutta. Thus the density of traffic which is too much here will be reduced and facility will be available. I think that, if you think over it then both routes via Kanpur and via Moradabad will be benefited. In this way a new and short route for Calcutta will be available for which an arrangement of only 140 kilometers is to be made. A special and separate main branch line will be available from Delhi to Calcutta and later on goods train can also ply on it. A special train should be introduced on this track.

Now, I would like to draw the attention of the Government towards doubling the line. Doubling of line has been done from Moradabad to Bareilly and only a little part of it is yet to be doubled, which will be completed this year. But it is not beneficial, it will be beneficial only if doubling of line between Ghaziabad and Moradabad is done. About 45-57 kilometers have been sanctioned for Ghaziabad and Moradabad but it will not be enough to reach upto the Ganga bridge. You should get it doubled completely. Unless it is doubled completely, we will not get any advantage of doubling and if it is done, it will serve the purpose. You will have the facility to ply Shatabdi and some express trains for Lucknow. The traffic load on the busy Kanpur route will be reduced. It seems that the Hon. Minister will certainly pay attention to my suggestions. I want that a new train

should be introduced between Bareilly and Bombay. I know that hundreds of people have met you in this regard and they have given representation to you for this purpose. The people have met you in Bombay also. I have also written many letters and I have received the copies of the memoranda sent to you. I think that you will ponder over it.

Sir, I have one more suggestion, I do not know how much practical it will be, only your experts and engineers will tell about it. A between Lucknow Mail train Delhi is in operation, it runs for 8 hours and rests for 16 hours. If it is made to run again, 8 hours are sufficient to take rest for it. Your problem will also be solved. One train will leave for Lucknow from Delhi in day time. Give it rest for 8 hours instead of 16 hours. I had given this suggestion last time also and at that time also you had noted down in the same manner in which you are doing today. But this time if you note down, please get it implemented....(Interruptions)

SHRI C.K. JAFFER SHARIEF : Perhaps you have not listened to what Basudev Achariya ji has just now said. As he was saying, we are making the optimum use of the coaches and wagons. He was saying that I had cancelled the idea of giving orders...(Interruptions) If the efficiency is increased, such blame comes...(Interruptions)

SHRI RAJVEER SINGH : How long the Tamilnadu Express takes rest? The train, which goes to Lucknow takes rest for 16 hours...(Interruptions) Please listen me first.

Mr. Deputy Speaker, Sir, I would like to urge upon the Hon. Minister through you that we have raised it how in the last motions and it is our long standing demand that an overhead bridge should be constructed at Bareilly Cahupia. Two trains pass at a time from there. There is NRB and NERB. The train stops there for two and a half to three hours. This results in traffic jam there. The traffic jam goes to this extent that in Bareilly city the traffic jam can be seen upto 2 kilometers and more. The people have to face a lot of difficulties. It takes many hours to pass through that area. The people are panicked, therefore please do something. The Government of Uttar Pradesh had made a request last time. Please accept their request.

Sir, please introduce a Bareilly-Delhi Intercity express. Please do something for Bareilly before you complete your tenure. I would like to draw your attention towards a serious problem. Pantry cars are in trains and the edibles are available on the platforms also. The Hon. Minister should get these checked at times. The quantity is very poor there. Our Hon. Minister is present here, if he has an opportunity to take tea of edibles from

the pantry car of a train he might remember it forever. There is no question of ruling party or opposition in it all get same sort of food. See, the Hon. Minister is raising his hand. One other hon. Member is supporting me. Please improve its quantity ... (Interruptions) I do not know as I do not take meals here ... (Interruptions)

[English]

18.00 hrs.

MR. DEPUTY-SPEAKER : Now it is six o'clock. Shall we sit for another half-an-hour?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) : Sir, today we will have to sit longer because there are a large number of Members who would like to participate in the discussion. Otherwise the schedule which has been prepared for discussing various demands will be upset. So we will sit as long as possible.

MR. DEPUTY-SPEAKER : There are a number of hon. Members to participate in the Railway Budget. I think, it is better that we should sit some more time so that more Members can participate and represent their constituencies.

Shall we sit at least for half-an-hour? The Minister is prepared to sit for a longer time.

SHRI SOBHNADREESWARA RAO VADDE (Vijayawada) : If we sit for more time, we will be missing our dinner.

SOME HON. MEMBERS : Let us sit for one hour

MR. DEPUTY-SPEAKER : Shall we sit up to 7 P.M. Is it agreed?

SEVERAL HON. MEMBERS : Yes

MR. DEPUTY-SPEAKER : So, the House agrees to sit up to 7 P.M.

[Translation]

SHRI RAJVEER SINGH : Mr. Deputy Speaker, Sir, I was urging upon the Hon. Minister that the catering arrangement is very poor. Many colleagues have said that the quality of food being supplied here by the canteen here is very poor and it is said that the catering Incharge deputed here has been brought from Bangalore and he does not listen to anybody. He uses to say that he belongs to the village of the Hon. Minister God knows whether it is fact or not. However the food belongs to Bangalore and he is serving the food

[English]

SHRI MUKUL WASNIK : It is not fair.

[Translation]

SHRI SYED MASUDAL HUSSAIN (Murshidabad) : This matter can be discussed in the catering committee. It would be better if this person is removed.

[English]

MR DEPUTY SPEAKER : It is a suggestion. It is left to you. Both the suggestions are accepted here.

[Translation]

SHRI RAJVEER SINGH : There is nothing in sacking him. He is not above the Parliament. Dr. Sahib you might not be taking meals there.

SHRI C.K. JAFFER SHARIEF : We had received a suggestion that if Railways closes its catering services, the Ashoka group will take over it. This suggestion had been accepted by us.

SHRI RAJVEER SINGH : For this, we shall have to request Shri Ghulam Nabi Azad. Let the Railways continue with its services.

[English]

SHRI SOBHANDREESWARA RAO VADDE : Somebody from South should also be there so that they are well-versed with South Indian dishes.

[Translation]

SHRI RAJVEER SINGH : This is not a question of North and South. It is the question of quality. Mr. Speaker, Sir, steam locomotives are being closed down and the employees working there are facing imminent retrenchment. The Hon. Minister should give an assurance here right now that no employees will be retrenched after closing down the steam locomotives and they will be given employment in other units after imparting training to them.

There is a fort of king Drupad at Ramnagar, in my constituency. There is also a Jain temple of famous 'Tirthankar.' Thousands of pilgrims visit this place. There is a railway station viz. Rewati Bahura Khera, which has no platform. It was sanctioned several years back but the construction is yet to start. I have written several letters to the Hon. Minister and the DRM on this subject. A large number of pilgrims visit the place and they have to climb downstairs. I wish that a platform should be constructed there at the earliest.

With these words, I conclude.

SHRI AYUB KHAN (Jhunjhunu) : Mr. Deputy Speaker, Sir, I thank you for allowing me to speak. I rise to support the Railway Budget. First of all, I would like to congratulate the Railway Minister as due to his and Railway family's ability, Indian Railways has carved a place for itself in the world. The Indians are proud of it. I especially thank the Hon. Prime Minister because it was due to his farsightedness and able leadership that the Railways is delivering good results. As a result, the Indian Railways has become a pioneering public sector undertaking today.

The people of Rajasthan are grateful to Shri Jaffer Sharief who has provided broadguage railway line for the backward area of Rajasthan. He is the first Railway Minister who had paid attention towards Rajasthan and people of the State will never forget this gesture. In the most backward area of Rajasthan human blood is cheaper than water. Jhunjhunu has produced largest number of soldiers to protect the borders of this country. No other district of India has ever produced such a large number of soldiers. Jhunjhunu is a district mostly inhabited by ex-servicemen. Further most of the industrial personalities also belong to Jhunjhunu. I would request the Hon. Minister that despite of my continuous demand, depriving this area of the facility of broadguage line will be an insult of those soldiers who, while protecting the border, will be thinking that their area has not been developed and broadguage railway line has not been laid there so far. I, myself had been a soldier. It will not be proper if these soldiers do not benefit from this facility and given honour under the regime of Shri Jaffer Sharief. Jhunjhunu is inhabited by the maximum number of awardees and war-widows. The Railways should provide broadguage railway line for the development of this area. The Railways are going ahead with the conversion of the existing railway line into broadguage line upto Rewari. Luharu is only 90 kilometres away from Rewari and Jhunjhunu is 100 km. from Luharu. They have proposed a broadguage railway line from Jhunjhunu to Ajmer via Sikar, Reengas and Fulera. I am of the opinion that as an alternative, a new line could be constructed from Jhunjhunu to Delhi via Sikar, Luharu and Rewari. I hope that keeping in view the welfare of ex-servicemen and backwardness of this area, the Hon. Railway Minister will link Jhunjhunu with broadguage railway line. A broadguage railway line has been provided in Rajasthan but it will be an injustice to those ex-servicemen, if my area remains deprived of this facility. I would like to say that Railways has made a remarkable progress under your guidance. You have taken care of the interests of all parts of the country and introduced 19 new trains. Inter-city trains and railway bus service have also been introduced. Railway reservation facility has been computerised.

which is quite comfortable for the passengers. I would like to make some suggestions. Arrangements should be made for training of railway staff and upgrading training course should be introduced to make the railway staff give efficient service. Railways could not make arrangement for proper communication system.

It is the need of the hour that telephone facility should be provided for the maintenance of wagons and coaches. Why wireless system cannot be introduced here when it has been introduced everywhere? It can help in avoiding accidents. Today, the technology has advanced in the whole world. Therefore, such a technology can be developed which could help in uninterrupted running of trains from one place to another.

Mr. Dy. Speaker, Sir, it has also been stated that food supply is satisfactory but there is a scope for improvement in it. Bathrooms and urinals should be clean. In our country, road traffic is quite heavy. Most of the goods are transported by trucks. Arrangements should be made for transportation of loaded trucks by train. It will not only save diesel but also expedite the work. From operation point of view, special coaches should be manufactured for the movement of army and their equipments from one place to another. It would also facilitate loading and unloading of tanks at any station. A few coaches should be reserved in trains for those army personnel who do not have any fixed time and are required to travel a very short-notice.

I hope that the Hon'ble Minister will pay attention to the suggestions given by me and in the end, I would like to say that the railway line in my area should be converted into broadgauge line. In my area, very few people have heard about trains. Dabala-Singhana copper project is in my area and a goods train runs there. I have been demanding for the last ten years that a passenger boggy should be added to this train so as to benefit the labourers working there. In this connection, people of that area have written that they are ready to contribute 50 per cent of the expenditure on it. Once it is converted into broadgauge line, it will benefit the labourers as well as the above project.

Mr. Deputy Speaker, the distance between Singhana and Surajgarh is 10 kms. If this area is linked with a train, the passengers will be benefited.

In the same way, Noonh, Mandava and Fatehpur in Jhunjhunu can also be linked with train. I hope that attention would be paid towards the points raised by me, especially about linking Jhunjhunu with broadgauge railway line. Government's assets are also there and construction of broadgauge line will help in the development of this area. Further, the people will also be able to avail the facilities particularly, in my area

where railway stations lack drinking water facility, proper sheds and concrete platforms etc. The backwardness can be removed only by constructing broadgauge railway line there.

Mr. Deputy Speaker, Sir, in the end, while reiterating my demands, I support the Railway Budget.

[English]

SHRI SOBHNADREESWARA RAO VADDE : Mr. Deputy Speaker, Sir, I thank you for giving me the opportunity to speak on this important discussion on Budget proposals moved by our Hon. Minister for Railways.

Sir, we can be proud of the fact that our Indian Railways are the second largest in the world. But performance-wise, we cannot be so happy. In fact recently I had an occasion to travel by Euro Rail. We can correct our watches by seeing the arrival of the train. I know and I accept that the conditions and circumstances there are different; the track and other technology are different and the capacity of the locomotives is another factor. All these things are quite different. But, at the same time, I would like to say that though substantial progress has been achieved by us — the passenger traffic has increased threefold and the freight traffic has increased fivefold — but yet the system could have been much better provide the Railways spend more amounts on construction of new lines and some other factors. Unfortunately the Railways — I do not know the reasons for it — are not so interested in adding new lines. While in the year 1992-93, 241 route kilometres have been constructed, it came down to 211 kilometres in 1993-94 and the target for 1994-95 was 145 kilometres and in 1995-96 it has further come down. As a result of this, much more traffic has to be pushed on the already existing railway track and the administration have already accepted that nearly 12,000 kilometres' route length is saturated.

Another important bottleneck is that the doubling work has been neglected. Only 23 per cent of the railway track is having a double line or multiple line. During the last ten years, only 2,000 kilometres of railway track is doubled. While in the year 1994-95, Rs. 265 crore was allotted for this purpose, in the year 1995-96 it came down to Rs. 150 crore. Instead of increasing the allocations, they have come down. I suggest to the Hon. Minister to at least increase the amount for doubling line in the Supplementary Demands which he may be proposing after some time.

Another important bottleneck is about the electrification. This has not been given that much importance which it deserves. In fact the steam locos have gone away. Regarding diesel locos, we are

spending a lot of money on import of diesel oil. The extension of electrification work would have further helped the Railways to earn more income and to operate more efficiently. But, unfortunately, only 12,000 kilometres' route length has been electrified.

I want to mention about one of the most important routes which is the Madras-Calcutta route. Though the section from Madras to Vijayawada has been electrified, the Vijayawada-Calcutta portion has not yet been fully electrified. A few years back the electrification work of Vijayawada-Visakhapatnam section was taken up but it is grounded. Contrary to the statements of several top-level railway officers, the electrification work is going on at a slow pace. Of course, I thank the Hon. Minister for providing good amount of money this year for the electrification of Vijayawada-Visakhapatnam section.

Another important bottleneck is that sufficient rolling stock is not being added. While the passenger traffic has increased threefold the number of coaches has not increased. In 1980-81 there were 35,700 coaches and after 12 years they are only 36,500 in number, which fact clearly shows that they are inadequate.

Sir, I want to mention about one more thing which may be your experience also. Many a time, when a passenger waits at the railway station after spending lot of money on buying the ticket, he is compelled to stand in the train and many times he is just squeezed.

Unlike some States in Northern India, as you know, in most of the States in Southern India the passengers who purchase the tickets are not even provided with minimum space to sit. It is really a very awkward situation. And I hope that the Railway administration will take all necessary steps to purchase more coaches. I also suggest that the present first-class coaches may be replaced by second-A.C or A.C-three tier coaches so that more number of passengers can travel with more comfort. In first-class, less number of passengers can travel and in these days the people's preference is, by and large, to go in A.C-sleeper class provided the prices are kept within their reach and comparable to the first-class.

And the other thing is regarding wagons. In 1960-61, three wagons were there. After 32 years, the total number of wagons is only 3,37,500. I really wonder as to why this state of affairs is continuing. And it is because in the National Transport Policy it has been visualised that the Railways will play a pivotal role — nearly 72 per cent of the goods traffic will be carried by the Railways and only 28 per cent by the road transport. But the situation is reverse. The road transport is carrying more goods traffic than the Railways. So, my suggestion is that efforts should be made to procure more wagons. And I am sorry to find that the wagon turn-around which

was around 11 days in 1950-51 is currently at the same level. I am not saying anything new. I am stating this from the information supplied by our Parliament Secretariat. After nearly 40 years, the wagon turn-around is remaining at the same level. And also the turn kilometres per wagon per day has been stagnating for the last three decades. This is a very serious matter and I hope the Railway administration will take care of this matter and take necessary steps to improve the situation and make available more wagons to the consumers. This is primarily because of the wrong investment policies. Of course, Shri Rajvir Singh has already mentioned about this and I do not want to go into the details. But for some reasons best known to the authorities, more funds have been spent on gauge conversions rather than on the doubling of the lines or new lines or purchase of rolling stock or electrification. I do not say that unigauge system is bad. It is necessary. It is good. But at the same time the priorities that we give to different items of these railway activities have to be relooked. And I hope the situation will improve in the near future.

Unfortunately, the expenditure on Railways, as a percentage of total Plan expenditure, has come down from 15 per cent in the Second Plan and Third Plan to 6.2 per cent in the current Plan. It is much lesser than 9 per cent in the Seventh Plan. It has come down in the Eighth Plan from Seventh Plan. I hope the Railways will make more investment and the Government of India will also make available more funds to the Railways so that the Railways are in a fit position to meet the requirements of the growing economy, the passenger traffic as well as the goods traffic.

Sir, unfortunately, though the Railways are earning thousands of crores of rupees through passengers and freight, what is the amount that they are spending for providing the passenger amenities? It is hardly around one per cent while they are expecting nearly Rs. 5,700 crore through passenger travel revenue this year. They have allotted only Rs. 60 crore for the passenger amenities. Sir, I do not know whether you travel by train sometimes or not.

MR. DEPUTY-SPEAKER : I do travel.

SHRI SOBHANADREESWARA RAO VADDE : Unfortunately, when you stand on the Platform No. 9 at the Railway Station in the Capital city of Delhi, I do not know about other platforms, you cannot bear the smell; lot of foul smell will be there.

That is happening at New Delhi Railway Station. Sanitary conditions are very very bad. I do not know why the Railways are not taking any steps. Of course, I thank the Railway Administration. At Vijayawada Railway Station, beneath the sleepers, on important

platforms where long-distance Express trains come, it is concretised and water is applied very frequently and, by and large, the environment is quite all right. It is bearable. But I do not find the same condition in New Delhi Railway Station in this capital city; and at several stations this is the same situation. It is just because you are the only Organisation who are running railways, you are able to spend that small amount of money for the passenger amenities. After all, they are the masters. It is through them you are getting some money. I hope that the railway administration will spend more amount on the passenger amenities. As regards the employees' welfare, of course, I do have to accept that railway administration is doing something for the welfare of the employees. I know there are several railway schools, hospitals and colleges also. Some time back, I requested the Railway Minister to start a junior college at Vijayawada. It was agreed to and already for two years now, the junior college has been functioning and now Degree College has to come. But my point is that these activities are not sufficient to the requirements. The railway is running some schools. But the number of sections which they are operating are less as a result of which all the children of the railway employees are not getting admission and find it very difficult to get admissions in other schools because they say 'You are in railways. You are having your own schools. Why do you come to our school?' They say like that. So, wherever there is genuine requirement, kindly assess that the take necessary steps to increase the sections.

Regarding the unions, I am told there are only two major recognised unions, All India Railwaymen's Federation and National Federation of Indian Railwaymen. I do not understand why there should be only two unions. After all, there are only 16 lakh employees working in the railways and naturally it will be very very difficult for anyone union to represent the genuine grievances of the employees working in various sections. I have come across several Associations like the Loco Running Staff, All India Guards Council, Diploma Engineers Association of Railways, EDP Association and Indian Railways Stenographers Association. Various Associations are there like that.

My suggestion is kindly rethink about previous policy in regard to the trade unions. You allow more unions to represent the grievances. After all, now you have introduced a good scheme namely, Participation of Railway Employees with Management. In this, top-level management and the labour representatives are sitting across the table and, of course, whether it is functioning satisfactorily or not is a different matter. But theoretically you have given an opportunity for the labour to interact with the management. There are lakhs of middle-level people like diploma holders, engineers,

and graduates working in different fields of the railway civil engineering, mechanical engineering, electrical engineering, signal and tele-communications. They have their own representatives. In addition to expressing their own genuine grievances, they can also give very useful suggestions, for improvement of the efficiency and for improvement of the railway functioning. Kindly think over and give them opportunities.

I have come across two very very small cases which, after all, you can do it without any difficulty and I have already brought it to your notice. The Stenographers working in the EDP Centres have been representing regarding cadre restructuring. I wrote some DO letters to you also. I hope you will take care.

Similarly, the diploma engineers who are working in mechanical or tele-communications and signalings have been representing that they may be treated as junior engineers.

It is not a very unreasonable demand. In fact, the Government of India has given instructions to its various Departments like Surface Transport, Telecommunications and Housing and Urban Development etc. to treat these Diploma Engineers as Junior Engineers. In the State Governments also, either in Panchayati Raj Institutions or in the R&B Departments as also in several departments wherever the diploma engineers are working, they are being treated as Junior Engineers. After all, restore some respect to them because they will be in the middle level. That will help them in making to work more vigorously. You are losing nothing financially. After all you are giving them some status. So, I request the Government to sympathetically consider their representations.

Coming to the issues of Andhra Pradesh, I thank the Hon. Minister. After a great deal of effort, he has accepted to start the work of Kakinada-Kotpally line. On my own behalf and on behalf of my Party as well as on behalf of the people of Andhra Pradesh I thank the Hon. Minister because it is a very important line which we are requesting the Government of India to complete because it will enable the crude-oil that will come out of the Ravva structure in the KG Basin to come to the Visakhapatnam Refinery. I also thank the Hon. Minister for another thing. Earlier, he was instrumental in sanctioning the Pedapalli-Karimnagar-Nizamabad railway line when Shri Mallikarjun was there as the Minister of State for Railways. This is the second line in our State of Andhra Pradesh which is a new line after Nadikudi-Bibinagar. The Prime Minister has laid the foundation stone. But what amount have you allotted to this? You have allotted only Rs. 2 crore for this work. When the requirement was Rs. 192 crore, you are allotting Rs. 2 crore. At this rate, when will that line be

complated? This must see the light of the day. My suggestion is to enhance the allotment. The Prime Minister has laid the foundation stone.

Regarding the BG lines, he was good enough to order survey of Nadikudi-Ranigunta and Gadwal-Raichur sector. The surveys have been completed. I request the Hon. Railway Minister to use his good offices with the Planning Commission to get the approval for these new BG lines.

Badrachalam Road to Kovuru and Ongole-Donakonda survey has been ordered. I thank him for this. My suggestion is that Jaggalahpeta-Miryalaguda line should be surveyed. Already from Motumarri - on this Grand Trunk line Kazipet to Vijayawada - up to Jaggalahpeta, railway line is there. Now, the pulvarised lime-stone is brought from that place to Visakhapatnam Steel Plant. The railway line is there. Goods wagons are coming. Miryalaguda is very near to Jaggalahpeta. So, I request the Hon. Minister to take necessary steps to get this survey conducted.

Regarding the railway line Guntur-Dronachalam-Guntakal-Bolarum-Mahabub, Nagar-Kurnool-Katpadi-Pakala-Tirpati, gauge conversion work is going on. I thank him for this. More funds should be allotted so that that work would be completed as early as possible.

Regarding doubling of the tracks, Gudur-Ranigunta line is very very important. From this Grand Trunk line, lakhs of pilgrims go to Tirupati. At present, it is a single line. There is an urgent necessity for doubling this Gudur-Ranigunta track. Of course, you have already taken up Guntakal-Wadi work. More funds should be earmarked.

There is one particular request from me and my colleagues. The Vijayawada-Guntur-Tenali railway triangle is there covering three cities coming in the single Urban Development Authority. Already, electrification work has been done. Already, the Metre-Gauge track is there. Though the rails are removed, yet the track is there. You need not spend even a single pie for the acquisition of land. With minimum amount, you can lay another track. When there are two tracks, you can run the trains very very promptly and carry more number of people. Electrical Multiple Units can be operated between these three cities. It is very very important. It will derive a lot of income to your Railways also.

I have expressed my thanks to the Railway Minister for providing substantial money for electrification of Vijayawada-Visakhapatnam railway line. Another double line which will be of much use is the Vijayawada-Gudivada-Bheemavaram-Nidadavolu. hundreds of rice mills are there. It passes through the rice granary of

Andhra Pradesh. It will enhance the income of Railways also.

Regarding Hyderabad Light Rail Transport System, Hyderabad has been taken as a mega city. You have to take necessary steps for taking up this project. We also thank the Railway Minister for introducing the diesel multiple units in Secunderabad, Bolarum and a few other sections which are serving the needs of the people of Secunderabad and Hyderabad.

Another suggestion to the Hon. Minister is that a circular railway can be commissioned between twin cities of Secunderabad and Hyderabad with the existing BG lines that are already there. Some time back, there was a proposal from our Division Railway Office for introducing a Shatabadi Express. I do not know why it has been stopped. We have been representing for a Shatabadi Express between Vijayawada and Secunderabad or Rajahmundry-Vijayawada-Secunderabad. People of Vijayawada and around have been representing for an introduction of an express train from Vijayawada to Bombay. But it has not yet been fulfilled and the previous arrangement of Konark Minar Express has been derailed. Now thousands of passengers are suffering a lot because the timings are not suitable and they are feeling very bad about it. I request the Railway authorities to cross-check this information and take necessary steps so that passengers are not put to any difficulty.

Another suggestion is, at Kondapalli near Vijayawada, there is a thermal power station and several industries have come up. My suggestion to the Hon. Minister is to examine and take necessary steps for the operation of an Electric Multiple Unit (EMU) between Kondapalli and Vijayawada to meet the fast increasing traffic demand between these two places. The East Coast Express between Hyderabad and Howrah is a very important train. But there is no AC coach in it. It is a day time train. I request that an AC coach may be added to that.

Another suggestion is about the Municipal Corporation of Vijayawada. Previously the Mayor of Vijayawada city met the Hon. Prime Minister and the Railway Minister asking for permission for removal of the railway track for Satyanarayanaapuram. Some time back Shri Mallikarjun visited this diesel multiple unit on this route. But it has not yet been fulfilled. Recently elections were conducted to the municipal corporation. Now peoples' representatives are there. They are prepared to give nearly Rs. 50 lakhs to the railways if the railways is kind enough to permit for removal of the track. It will help the municipal corporation. It will be a artillery road for carrying the traffic in the Vijayawada city.

Lastly, you are good enough to sanction ROB for Ajitsingh Nagar near Vijayawada city where a lakh of population is located on the other side of track. Very recently, our Government of Andhra Pradesh was good enough to allot its fund to take up this work. They have called for a tender also. I request the Railway administration to take necessary steps for the construction of one ROB. The previous Chief Minister Shri Janardhana Reddy had laid the foundation stone only three years back. But till now nothing has been done in this regard. I request the Railway Minister to take necessary steps and start construction of a railway over-bridge.

If the zonal reorganisation takes place, we request you to kindly add Waltair Division to our South Central Railways. In case you have a separate zone for Karnataka and other nearby areas, we request that Waltair should be added to this section.

I request that Waltair should be added to this Section. I request the Hon. Railway Minister of the top officials of the Railway Board to take necessary steps to improve the functioning of the Railways and ultimately the people who pay lot of money by way of purchasing of tickets are provided with a decent journey comfort so that some justice is done to them.

My colleague, Shri B. Bullaramiah has requested me to put one important thing to the Hon. Minister's notice, that is, at Tadepalligudem which is a very important halting point and a big town, the important express trains coming in the early hours are halting on the platform which is not nearer to the station because of which in the early hours people are made to experience lot of difficulties while crossing the flyover. Although at that time the number one platform will be vacant. I suggest that the Railway authorities should issue suitable instructions so that the passengers will not be put to difficulties.

With these words, I thank you very much for giving me this opportunity.

[Translation]

SHRI RAMCHANDRA MAROTRAO GHANGARE (Wardha) : Mr. Deputy Speaker, Sir, I thank you for giving me time to speak. I support the demand made by Shri Ram Naik for withdrawing the increase in the rates of monthly and quarterly seasonal tickets because I also reside in Maharashtra and often I have to go to Bombay. While the gauge conversion of narrow and meter gauge lines is going on, the narrow gauge lines running between Murtizapur and Achalpur and between Murtizapur and Yavatmal are not being converted into broad gauge. Similarly the line between Phulgaon and Aarvi is also not being converted into broad gauge. I

would like to remind that the Hon. Prime Minister had given an assurance for undertaking work on Amravati-Narkhed line when he was a contestent in the Parliamentary elections. Two years ago, a commitment was made to this effect in the House but work on this line has not been started as yet. People fear whether the work will be started at all or not? Even the assurance of the Railway Minister given on behalf of the Prime Minister is not fulfilled. Gauge conversion work is on in Marathwada. Conversion of narrow gauge is taking place on Parabani-Nanded section. Pieces of old rails are lying by the side of the track there. A big gang involving some politicians and antisocial elements is indulged in the pilferage and subsequent sale of these items at Nagpur. An inspector of Railway Police Force (R.P.F.) had seized some such goods at Wardha. He was earlier awarded a certificate of Appreciation by the General Manager, Central Railways when he seized goods worth Rs. 2 lakh. But when a matter seems to be involving the persons from higher political echelons such personnel are entrapped by the C.B.I. The question is what is the use of being honest when an honest Railway official is being rewarded like that for his honesty? Had he been a party to their ill-designs, he would not have been implicated. I think that this is a very wrong act and, through you, I urge upon the Railway Minister to pay attention to it. I also said that when he was honoured, the Second Railway Labour Tribunal Award, of 1969 pertaining to employment regulations was openly being violated, but no attention is being paid to the violation of the provisions thereof.

Formerly, there was a five day week for the whole staff, responsible for the safe passage of trains. This provision should be reintroduced for them now. This existed prior to 1.8.1974 but it is being violated now. There is always a risk to the lives of Station Masters and Assistant Station Masters who are on duty in rural areas, in terrorism infested areas in particular, they have to remain alone on the stations even if there is no terrorism in the area of their duty and have to perform all types of functions like giving the signal, taking the messages, passing the trains etc. The duty of railway passing is an important one and, thus, they should be given the running allowances. Such demand was made by the All India Station Masters Association but no attention is being paid to it. I would like to urge upon the Hon. Minister to accept their genuine demands in this regard.

There is no parity between the Yard Master and the Asstt. Station Master or the Station Master. This parity existed earlier but now the Yard Master and other employees who virtually work under the Station Master draw more salary than the latter. This seems to be very improper. This should be considered and these people paid duty allowance and other allowances.

My another submision is that even after the independence of India, some rails are still under the occupation of the British. They are the masters of the narrow guage railway lines running between Murtazapur and Yavatmal, Murtazapur and Achaipur and Phulgaon and Aarvi in Wardha district. Why is it so? Why is not the charge of these lines taken from them even after 45-50 years of the country's Independence? We demand that these narrow guage lines should be taken over from them and converted into broadguage.

Similarly, you have said that some railway fare concessions will be given to the candidates appearing for the interviews. But the selection lists are kept pending for 4-5 years which debars the candidates from employment as they get overage. This is no facility. In fact, the people are being retrenched. The 33.3 percent vacancies of the Train Ticket Inspectors have not yet been filled in the Nagpur division of the Central Railways. There are no T.T.Es many coaches. They can be seen in very few coaches. How are the trains being run in the absence of adequate number of T.T.Es. This causes financial loss to the Railways itself.

The D.R.Ms do not participate in the meetings of the Employees Federations. The Venders' Commission has not revised the rates of different items since 1956. Though the prices of cold drinks have increased yet the venders' rates of commission have not been revised.

There is uncertainty about the running of Majari Wani Rajoor train. People wait throughout the day for it. It is very shameful. Its coaches should be added to the trains available for Chandrapur or Wardha.

There has been a long standing demand for providing halte at Varora railway station of the trains running to and fro from Gorakhpur station for the convenience of Gorakhpuri labourers working in Varora and the mine workers. I request that attention be paid to this.

I always put forth 1-2 points but no attention is paid to them even after I have written letters also with regard thereto. The last movement of Mahatama Gandhi was launched from Wardha. People from many parts of the country visit this place. Wardha has almost paled into insignificance. There is an 'Ashrama' of Vinoba Bhave ji here. He had launched the Bhoojan movement from there. We demanded many times that a two minute stoppage of the A.P. Express or Tamil Nadu Express and one minute stoppage of Gitanjali express should be provided there at Wardha station. A few days back, the three tier quota of Kerala express was withdrawn. This facility should be resumed because the people are left with no other option and there is no other train. Hundreds of passengers visit the place. The people of Wardha, Nagpur and Musawal face many difficulties.

There is no reservation facility. There are many pass holders and students. A fast passenger train should be run between Nagpur and Musawal. I urge upon the Hon. Minister to pay attention to what I said and take a favourable stand I hope that he will fulfill the peoples' demands.

SHRI SUKDEO PASWAN (Araria) : Mr. Deputy Speaker, Sir, I thank you for giving me time to speak. Since I became a Member, I have been raising my voice inside and outside the Parliament to draw attention to our demands. I staged a dharna and also courted arrest from the residence to the Hon. Railway Minister, Shri Jaffer Sharif in order to press our demand for converting 106 kms. long railway line between Katihar and Jogbani into broadguage line. I do not know why the Hon. Railway Minister is annoyed. I would like to urge upon him to positively convert the Katihar to Jogbani line into broadguage.

In 1973, the then Railway Minister, late Lalit Narayan Mishra, a resident of my neighbouring area had conducted a railway survey for laying Lalit Gram-Madhepur, (a pilgrim centre) via Veerpur Radhopur, Pipra, via Sidheswar and it was his desire to complete this work. I would urge upon the Hon. Railway Minister to definitely fulfill the last desire of the late Railway Minister, Lalit Narayanji.../(Interruptions)

Then, there is about a 105 kms. long rail-line from Araria to Supaul via Gidwas, Raniganj, Triveniganj Pipra. There is no bus transport facility in this area. The people of the area do not know what shape the train is like. I would like to urge upon the Hon. Minister to run a train upto Supaul via Araria, Raniganj, Margama.

Hon. Minister, Sir, ours is a very backward area. Late Lalit Narayan Babu had extensively toured the area which is contiguous to the Nepali border. This area has been ignored from the very beginning. No Minister of Railways except Lalit Narayan Babu has toured and seen the area so far. When Lalit Narayan Babu gave impetus to the development of this area, he was assassinated and our Northern Bihar remained as ignored as earlier.

The area from Farisganj to Siliguri via Kurshakata, Sikati, Plasi is a very important but backward area. This area will definitely be developed if a rail-line is laid traversing it. I would like to urge upon the Hon. Minister to pay attention to it and make efforts to lay a new railway-line in this area.

So far as the trains running on metre gauge are concerned, the train running between Mansi and Saharsa via Katihar, Jogbani, Farisganj, Narpatganj and Supaul does not have any facilities like water in the toilets and bulbs. Its main gates or the other gates

are generally broken. There is no arrangement for light and water there. The trains running on narrow gauge do not have even their headlights to enable the driver to see forward. The trains run there in a reckless manner. They do not have even any whistle facility there. I, therefore, request the Hon. Minister to ensure essential facilities in trains running on narrow gauge.

SHRI C.K. JAFFER SHARIEF : Such a poor condition is, nowhere except in Bihar.

SHRI SUKDEO PASWAN : Besides Bihar there are other States like Uttar Pradesh and Bihar which share the same conditions. The Government should think about all of them...*(Interruptions)*

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : Please leave it. The Government itself is without any headlight...*(Interruptions)*

SHRI SUKDEO PASWAN : I want to request that new rail line should be laid down between Lalit Gram and to Biharganj via Chhatapur and Jadia Kumar Khand. This is a very backward area. There are only two trains running on the route Farwiganj — Joghani — Katihar — Narpatganj and Saharsa. Therefore, I would like to request the Government to lay a new rail track here.

19.00 hrs.

Hon. Mr. Minister of Railways, Sir, it is very surprising that in spite of having their genuine tickets the labourers travelling to Delhi, Haryana, Punjab and other parts of the country are harassed by TTEs or the G.R.P. constables and their belongings and tickets are snatched from them in order to extort money from them. If they do not pay extra money then they are beaten up, roughed up thrown out from trains anywhere. It is very shocking. The poor who cannot afford clothes on their bodies, and who leave for Delhi, Haryana, Punjab etc. to earn bread for their families are subjected to atrocities. Proper and effective instructions should be issued in this regard. Certain strategy should be chalked out so that they are not subjected to such excesses any more. They belong to very poor families and their dependents expect that they will fetch money for them. On several occasions their tickets are forcibly taken away and then again fare is charged from them. Moreover, besides Bihar there is hardly any other State where dacoity does not take place in trains. So far as I have the information the G.R.P. the railway police personnel are instrumental in the incidents of dacoity. These incidents can never take place unless they are in collusion with anti-social elements. Therefore, a strategy should be prepared to prevent robberies in trains. The stringent possible measures should be taken to prevent theft and dacoity in trains. People

travel in trains with great hope that they will reach their home after performing their journey. But it does not happen in true sense.

Hon. Mr. Minister of Railways, Sir, today there is no facilities for women in trains. In some of the trains only five seats are reserved for women. I want that one special coach should be provided for women in every train so that they also may travel comfortably and face no problems during their journey. Hon. Minister of Railways, Sir, we have only one train 'the North-East', running between New Delhi and Guwahati. It has been allocated quota for two berths only from Patna, and two berths from Katihar. My request is that the allocation of quotas of 4 or 6 berths each should be ensured for Patna and Katihar. The citizens of the areas there face a lot of difficulties to get their berths reserved in the train. Only the Rajdhani Express has been running between New Delhi and Guwahati. The Government had announced that arrangement would be made to run three trains a week from New Delhi to Guwahati. I hope that it will shortly announce to introduce three trains between New Delhi and Guwahati in the month of May. The Delhi-Patna Shatabdi Express should positively be run because ordinary people face a lot of trouble in travelling from Patna to Delhi and the passengers are supplied waiting list numbering up to 300 or 400. I, therefore, request the Hon. Minister of Railways to introduce a Shatabdi Express, Super Fast Express from Patna to New Delhi. Hon. Minister, Sir, there is not a single train from Katihar or North Bihar in which labourers get seats against their tickets. Even after getting their tickets the passengers have to sit on the roof of the train because they fail to get their berth reserved. Thus due to shortage of seats or berth passengers face a lot of difficulties. I request the Hon. Minister to introduce a direct train having all 3 Tier coaches between Katihar to New Delhi so that labourers do not face any problems.

Such grievances are innumerable. The railway police personnel and railway employees are hands in glove with anti-social elements and the smuggled goods are transported to Katihar in the Katihar bound train coming from Joghani. Mass-scale smuggling is committed on Nepal border. In collusion with railway employees the screws of bogies are opened and goods are set in order there meticulously. Concrete action should be taken in this regard so that such smuggling is checked. The Hon. Minister of Railways is requested that while making his statement he should give his suggestions on all the issues raised by me.

[English]

MR. DEPUTY-SPEAKER : Let the Hon. Member start his speech. He will conclude it tomorrow. We will adjourn just after one minute.

AN HON MEMBER : Tomorrow, when will our turn be coming Sir?

MR. DEPUTY-SPEAKER : Tomorrow is notoriously uncertain; Yes Mr Viswanatham, you may please start.

DR. VISWANATHAM KANITHI (Srikakulam) : Mr. Deputy-Speaker Sir, thank you very much for giving me the opportunity to speak on Railway Budget for 1995-96. I rise to support the Demands for Grants for Railway for 1995-96. The Hon. Minister and his Ministry has presented a popular Budget for 1995-96. Some people say that this is an Election Budget, But this is not an election budget. It has not affected any particular section of the people in an adverse way though I must

admit that there is some resentment among the season ticket holders...

MR. DEPUTY-SPEAKER : You may continue tomorrow.

10.09 hrs.

Now the House stand adjourned to meet again on May 3, 1995 at 11.00 A.M.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 3, 1995/ Valaakha 13,1817 (Saka)
