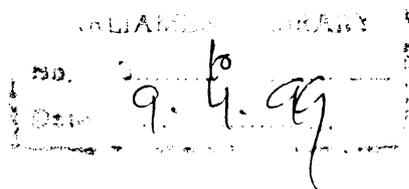


**LOK SABHA DEBATES**  
**(English Version)**

260

**Second Session**  
**(Twelfth Lok Sabha)**



*(Vol. II contains Nos. 1 to 10)*

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**CORRIGENDA TO LOK SABHA DEBATES  
(English Version)**

**Thursday, June 4, 1998/Jyaistha 14, 1920 (Saka).**

....

<u>Col./line</u>	<u>For</u>	<u>Read</u>
22/6	Shri Vithal Pupe	Shri Vithal Tupe
27/5	Dr. Subbarami Reddy	Dr. T. Subbarami Reddy
161/6 (from below)	Shri Mullappally Ranchandran	Shri Mullappally Ranchandran
255/5 (from below)	345	845
289/7 (from below)	Shri Krishan Kumar Chaudhary	Shri Krishna Kumar Choudhary
322/11	Shri S. Mallikarjuniah	Shri S. Mallikarjuniah
373/11	Shri Bikram Deo Keshari	Shri Bikram Keshari Deo
392/9	Shrimati Reena Chaudhary	Shrimati Reena Choudhary

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[Original English Proceedings included in English Version and Original Hindi Proceedings included in Hindi Version will be treated as authoritative and not the translation thereof.]

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# LOK SABHA DEBATES

## LOK SABHA

**Thursday, June 4 1998/Jyaistha 14, 1920 (Saka)**

*The Lok Sabha met at Eleven of the Clock*

[MR. SPEAKER *in the Chair*]

### ORAL ANSWERS TO QUESTIONS

[Translation]

#### EMPLOYMENT OPPORTUNITIES

\*122. SHRI THAWAR CHAND GEHLOT : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) the target fixed for providing employment opportunities during the year 1996-97 and 1997-98;

(b) the number of people benefitted as against the target fixed, state-wise; and

(c) the States that have not achieved the physical targets during the period?

[English]

THE MINISTER OF URBAN AFFAIRS AND

EMPLOYMENT (SHRI RAM JETHMALANI) : (a) to (c) : A Statement is laid on the Table of the Sabha.

#### STATEMENT

(a) to (c) : Two Centrally sponsored schemes namely Nehru Rojgar Yojana (NRY) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUPEP) were implemented by this Ministry till 30.11.1997. These two schemes have been replaced by the Swarna Jayanti Shahari Rojgar Yojana (SJSRY) w.e.f. 1.12.1997.

#### NEHRU ROJGAR YOJANA:

The targets and achievements/people benefitted during the year 1996-97 and 1997-98 under NRY are given in enclosed Annexure-I.

#### PRIME MINISTER'S INTEGRATED URBAN POVERTY ERADICATION PROGRAMME:

Under PMIUPEP, no specific targets were fixed either State-wise or year-wise. However, 5 million urban poor were targetted to benefit under the programme from 1995-96 to 1999-2000 in the country. Achievement under PMIUPEP is shown at Annexure-II

#### SWARNA JAYANTI SHAHARI ROJGAR YOJANA :

SJSRY is still at an early stage of implementation and it is too early to report achievement.

#### Annexure-I

##### Nehru Rozgar Yojana

S. No.	State/UTs	No. of Beneficiaries under SUME				Mandays of Work Generated under SUWE (in lakhs)			
		1996-97		1997-98		1996-97		1997-98	
		T	A	T	A	T	A	T	A
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pd.	10985	18315	2787	59709	2.18	1.59	1.87	12.43
2.	Arunachal Pd.	-	813	611	-	0.18	1.47	0.20	-
3.	Assam	1278	-	1586	-	1.13	0.85	0.85	0.57
4.	Bihar	9283	428	1590	-	2.80	-	1.20	-
5.	Goa	-	-	56	1023	0.05	-	0.08	0.71
6.	Gujarat	-	1512	-	1159	0.65	0.38	0.46	0.30
7.	Haryana	1211	1644	548	1338	0.48	-	0.42	-
8.	Himachal Pd.	667	108	167	-	0.36	-	0.08	-

1	2	3	4	5	6	7	8	9	10
9.	J & K	778	2386	389	500	0.31	1.80	0.19	-
10.	Karnataka	-	4358	-	-	1.48	0.70	1.21	-
11.	Kerala	2981	-	766	-	0.94	-	0.79	-
12.	Madhya Pd.	7944	16581	6156	15281	2.38	0.30	2.06	11.04
13.	Maharashtra	13736	13441	4585	5968	3.62	-	1.61	-
14.	Manipur	444	-	732	-	0.33	-	0.20	-
15.	Meghalaya	278	1415	488	-	0.16	0.11	0.10	-
16.	Mizoram	167	-	488	130	0.12	-	0.17	0.30
17.	Nagaland	-	-	-	-	-	-	-	-
18.	Orissa	-	3408	737	-	1.08	1.50	0.47	1.54
19.	Punjab	1106	3931	548	1344	1.01	-	0.87	0.35
20.	Rajasthan	4889	12140	2529	5199	1.92	1.15	1.69	1.20
21.	Sikkim	222	406	111	111	0.09	0.78	0.06	0.50
22.	Tamil Nadu	11497	26618	3406	165	2.59	2.52	1.09	-
23.	Tripura	167	119	610	1676	0.72	-	0.18	0.41
24.	Uttar Pd.	19328	24833	8097	14426	7.53	7.72	3.35	5.75
25.	West Bengal	-	-	-	2055	2.00	1.99	0.85	0.33
26.	A & N Islands	186	328	46	19	0.04	0.02	0.01	0.03
27.	Chandigarh	-	64	-	-	0.07	-	0.02	0.11
28.	D. & N. Haveli	-	40	14	23	0.03	0.01	0.01	-
29.	Daman & Diu	-	245	28	59	0.10	-	0.01	3.33
30.	Delhi	-	518	-	192	-	-	-	-
31.	Pondicherry	-	616	55	266	-	-	-	0.09
Total		87147	134267	37130	110643	34.35	22.89	20.10	38.39

T-Target A-Achievement

SUME - Scheme of Urban Micro Enterprises

SUWE - Scheme of Urban Wage Employment

#### Annexure-II

##### Physical Achievement under PMIUPEP (Upto 30.11.1997)

S. No.	State/UT	Townwise Project Reports Prepared (No. of Towns)	Household Survey Conducted (No. of Towns)	No. of Applications Under Self Employment Component		No. of Applications Under Shelter Upgradation Component		No. of Beneficiaries given training for setting up Micro Enterprises
				Forwarded to Banks/Fls	Approved	Forwarded to Banks/ HUDCO	Approved	
1	2	3	4	5	6	7	8	9
1.	Andhra Pd.	34	34	9651	1368	3286	152	1121
2.	Arunachal Pd.	-	-	-	-	-	-	-

1	2	3	4	5	6	7	8	9
3.	Assam	-	-	-	-	-	-	-
4.	Bihar	24	-	-	-	-	-	-
5.	Goa	1	1	275	84	-	-	38
6.	Gujarat	-	27	-	-	-	-	-
7.	Haryana	8	8	-	-	1090	1090	-
8.	Himachal Pd.	7	7	-	-	-	-	-
9.	J & K	-	-	-	-	-	390	-
10.	Karnataka	17	16	216	-	390	390	-
11.	Kerala	9	9	2951	907	1650	1650	1113
12.	Madhya Pd.	26	26	9510	4155	1219	297	3610
13.	Maharashtra	28	28	3834	415	625	625	-
14.	Manipur	-	-	-	-	-	-	-
15.	Meghalaya	3	3	-	-	-	-	-
16.	Mizoram	2	2	155	-	146	-	100
17.	Nagaland	-	-	-	-	-	-	-
18.	Orissa	10	10	1169	466	-	-	273
19.	Punjab	5	18	1855	481	899	91	208
20.	Rajasthan	20	20	7228	1304	4100	3343	1172
21.	Sikkim	-	-	-	-	-	-	225
22.	Tamil Nadu	41	41	6437	1144	1769	-	697
23.	Tripura	-	-	253	253	139	139	-
24.	Uttar Pd.	53	50	5134	1142	8469	8469	444
25.	West Bengal	16	16	466	14	1343	1343	391
26.	A & N Islands	-	-	-	-	-	-	-
27.	Pondicherry	-	1	113	39	145	25	-
Total		304	317	49247	11772	25270	18004	9400

## [Translation]

SHRI THAWAR CHAND GEHLOT : Mr. Speaker, Sir, the position with regard to the urban employment schemes going on in the country is very bad. Reply given by the Hon'ble Minister also shows that not even one-fourth of the cases forwarded to banks for approval have been accepted. Less than half of the cases forwarded to HUDCO were approved. The Hon'ble Minister has stated in his reply that these schemes have not been formulated on statewide basis with any specific target but these are formulated on town-wise basis. I would like to know from the Hon'ble Minister the total number of towns in the country and

whether any survey has been conducted in these towns to implement such schemes? If so, the number of people covered under these schemes from different towns and the reasons for not approving even one fourth of the total applications submitted to the banks?

## [English]

SHRI RAM JETHMALANI : Sir, whatever the hon. Member has said is wholly right. It is like a drop in the ocean. In the ocean of poverty, if you put a drop, it has no effect at all. Both the schemes have been totally ineffective. I believe that my friend is from Rajasthan. If

you look at Annexure I . . . (Interruptions)

[Translation]

SHRI THAWAR CHAND GEHLOT : Sir, I come from Madhya Pradesh.

[English]

SHRI RAM JETHMALANI : I am sorry. For example, if you look at the figures of Madhya Pradesh, you will find that hardly any applications were received and the amount granted was a small amount. The Central funds were only a fraction of the total amount needed. Sir, it has had no impact at all. Both these schemes have, therefore, been wound up. Now, from 1.12.1997, they have started a third scheme. Some of the bad features of the earlier two schemes had been removed. But, nevertheless I must admit that the new third scheme is also equally ineffective, which have no effect. The real solution of the problem, which the hon. Member is concerned about and rightly concerned about is macro-sensible management of our economic affairs. For example, when we build two million houses and when that programme of building houses starts, if you say that only one person will be employed per house, you will have two million persons employed. But, here you will find miserable figures in Annexure II; about 1150 persons in the whole State of Rajasthan have received employment for three months. Now, what does it do for the economic condition of the people in this country? Sir, these are the schemes which existed with high sounding names but it is very unfortunate that the performance is totally miserable. I do not wish to use a stronger language.

[Translation]

SHRI THAWAR CHAND GEHLOT: Mr Speaker, Sir, only half reply has been given to the question asked by me. I would request the Hon'ble Minister to give complete reply first. How many towns are there in the country? These Schemes are implemented at town level. As per the survey conducted, how many people of these towns are covered under these schemes? I will ask my second supplementary question after the figures regarding these two points are given by the Hon'ble Minister.

MR.SPEAKER: One question is enough.

SHRI THAWAR CHAND GEHLOT: . . . (Interruptions)  
Mr. speaker, Sir, I want your protection.

[English]

SHRI RAM JETHMALANI: I must frankly confess to the hon. Member that I have got Statewise break-up but I do not have citywise break-up in each State.

[Translation]

SHRI THAWAR CHAND GEHLOT: Please let me know the figures on the basis of the total population

(Interruptions) total population can be ascertained on the basis of survey. . . (Interruptions)

[English]

SHRI RAM JETHMALANI: If the hon. Member will look at Annexures I&II and read them carefully, he will get all the answers about the figures. You do not want me to make the mathematical calculation.

[Translation]

SHRI THAWAR CHAND GEHLOT: I agree with what the hon'ble Minister is saying. I have seen the annexure. . . (Interruptions).

[English]

SHRI RAM JETHMALANI: Sir, some body has made the calculations now. 3698 towns throughout the country had been covered and the number of targeted groups throughout the country is 7.63 crores. These are again figures in which some persons got Rs.5,000 and some persons got Rs.10,000. I must tell the hon. Member that the greatest joke about this whole scheme has been that the banks have never accepted the viability of these schemes. Therefore, when the Centre says that you give somebody Rs. 10,000, the bank says that they will give only Rs. 1000. So, the Centre's subsidy comes down to Rs. 250. Therefore, you find that on paper, whereas the targeted figure says 5,000 but the actual beneficiary is 20,000. Now it looks like big performance but it is, in fact, 'no performance' because 5000 people who were supposed to receive Rs.1000, only received Rs.250/- each. So, even these figures are misleading.

[Translation]

SHRI THAWAR CHAND GEHLOT: I have a second supplementary also. I have a second supplementary also. For the first time, I have got the opportunity to speak.

MR. SPEAKER: You do not have the second supplementary question.

SHRI LAKSHMAN SINGH: Mr. Speaker, Sir, the Hon'ble Minister has stated in his reply that these schemes have not been fully successful. I do not agree with it. These schemes may not have been fully successful to an extent but they have been successful to a certain extent. The reason behind it was lack of co-ordination between Central and State Governments. Member of Parliament is the only medium which could establish co-ordination between these two. A question was raised in the last Lok Sabha also that Members of Parliament should participate in the implementation of these schemes as these schemes have been launched by the Central Government. An assurance was given in this regard at that time. However, that Lok Sabha could not complete its term. Therefore, that scheme also could not be implemented. Since a new scheme is

going to be formulated, I would like to know from the Hon'ble Minister whether Members of Parliament will also be associated in its implementation?

MR. SPEAKER: Please ask your supplementary question.

SHRI LAKSHMAN SINGH: I am just asking that. Will Members of Parliament be associated with this scheme? For how long shall we live on false hopes? All the hon. Members feel that they should be associated with the co-ordination Committee.

[English]

SHRI RAM JETHMALANI: Sir, the suggestion made by the hon. Member is eminently sensible. It will be respectfully considered and perhaps, followed.

SHRI LAKSHMAN SINGH: You say it will be considered. Will it be implemented?

[Translation]

SHRI MOTILAL VORA: Mr. Speaker, Sir, the town wise report of 304 towns were prepared on Integrated Urban Poverty Eradication Programme. Under this Programme, 317 towns were surveyed. 49247 applications were sent to the banks out of which 11772 were accepted. Mr. Speaker, Sir, 25,270 applications were sent to HUDCO out of which 18,400 applications were accepted. It may be during tenure of your Government or any other Government, officers of the banks do not pay specific attention towards the applications received under the poverty Eradication Programme. However, your Government has spoken about commitment in this regard. The Prime Minister had said that.

[English]

'Accountability of every officer has to be taken into consideration'.

I would like to ask the hon. Minister if he would call the bank authorities and tell them that he wants the disposal of all these problems by the end of this month. I know that the Minister has got lot of courage. He is a legal luminary also. He can pull up the bank authorities. So, I hope that the hon. Minister will exercise all his powers as a Minister. Can he do so?

SHRI RAM JETHMALANI: I have already indicated in my reply that the earlier two schemes no longer exist. They have been now substituted by a third one. The information obtained about the working of the third is practically nil. We have asked all the States to give the information. Only two have supplied very meagre information on the basis of which I can draw no conclusions. As soon as the working of the new scheme which started only on 1-12-97 becomes a little more apparent, be sure that I will very respectfully bear in mind

what the hon. Member has stated and we will probably deal with the bank employees in the manner in which he suggested.

SHRI MOTILAL VORA : Please call the bank authorities at the earliest.

DR. SAROJA V. : I would like to know from the hon. Minister if the Government is aware of the unemployed registered educated youth. During the year 1992 it was about 2.2 crores, both urban and rural. During the year 1997 it rose up to 5.8 crores at the rate of 80 lakhs per year.

I would like to know from the hon. Minister what will be the remedial measures that are planned by the Union Government. There is a Bill, Bill No. 19 dealing with unemployment allowance. There it is stated that the unemployed youths are graduated under three categories, Tenth standard, Eleventh standard and professionals. I would like to suggest. . . (Interruptions)

MR. SPEAKER : Please ask your supplementary.

DR. SAROJA V. : May I request the hon. Minister to consider this suggestion to constitute a high-powered committee at the district level in coordination with the State Government whichever State is coming forward to take up this case. In Tamil Nadu we have implemented this in coordination with the employment exchanges.

SHRI RAM JETHMALANI: I have agreed to consider all the suggestions from the male Members of the House. How can I refuse to consider the suggestion which comes from a lady Member and particularly a Member from my party? I will respectfully consider it.

DR. ASIM BALA: Unemployment is a headache for any Government. I would like to remind the Government as well as the Minister that in the last Lok Sabha the main party of the Government promised in their manifesto that they would give jobs of one crore per year. I would like to know from the Government about the programme of their manifesto. Are they going to implement it? If they are going to implement it what are the steps they have taken?

SHRI RAM JETHMALANI: It is a little premature to answer that question. That matter is being considered and a careful policy statement will be considered and presented to this House and then there will be enough time to debate.

SHRI P.M. SAYEED: Yesterday also similar questions were there. The second question was with regard to implementing the DRDA Scheme. Question of employment generation was there. The hon. Prime Minister was very kind enough to say that the whole scheme was going to be reviewed. There is almost an unspent amount of Rs. 2700 crore.

I happened to see in your statement yesterday that

there are monitoring committees at the implementation level and even village committees are arranged. I am a Member of Parliament for the past three decades. Since the inception of this scheme I have never seen any such Committee functioning at that level. I want to ask the hon. Minister whether he is tempted to assure the House that he is going to accept all such suggestions. When the review takes place, if that Committee of elected public representatives is going to be strengthened, the intended purpose of anti-poverty programmes could be achieved. Can the hon. Minister assure this House to include public representatives in such Committees, and if necessary such Committees could be strengthened and their say would be final even on the bankers?

SHRI RAM JETHMALANI: While I cannot give complete assurance of accepting everything which the hon. Member has said but broadly speaking this suggestion is also a facet of the other suggestions which have been made. But be sure that when we are going to carry on the review which the hon. Prime Minister has promised, all these considerations would be very carefully borne in mind.

#### Instrument Landing System at Airports

\*123. DR. BIZAY SONKAR SHASTRI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Category II Instrument Landing System has not been operational at Delhi Airport for a couple of years due to minor hiccup;

(b) if so, when was the system installed and the reasons for not tackling this problem;

(c) whether flights get delayed for hours due to inclement weather; and

(d) if so, the steps taken to overcome delays?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (d) A statement is laid on the table of the Sabha.

#### Statement

(a) and (b) The Category II Instrument Landing system was installed at Delhi airport in May, 1995 and is being operated as Category I because the equipment does not meet ICAO specifications. Airports Authority of India has taken up with the supplier the need to resolve the anomaly and make the system operational for Category II operations.

(c) and (d) Airline operators fix their minima for operating under Category II conditions and the length of the delay varies from airline to airline. No Indian operator has the approval to operate under Category II conditions.

After the equipment becomes operational as Category II, about 20 international operators could be benefited, since they have filed the Category II minima. Under current conditions, aircraft are cleared as soon as weather/visibility conditions permit.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, through you I would like to inform the House about a big scam. In this question I had asked as to whether the Instrument Landing System purchased recently is lying out of order for the last two years. What are the reasons therefor? Why it is not being used properly? The reply to this question has revealed a new development. As the hon. Minister has stated that category II Instrument Landing System is a sophisticated instrument, which was purchased during the regime of previous Government and presently it is being used as category-I. My question is whether the Category-II instrument is as per the specification given by ICA officers. The first part of my question is that why the sophisticated category II instrument is not being used as category II?

'B' part of my question is whether the specification of category II instrument is as per the specifications of ICAO or not? If so, who are responsible for the specifications given by ICA? . . . (Interruptions)

'D' part of my question is about the action taken so far in this regard?

[English]

MR. SPEAKER: Shri Shastri, please ask your questions. You are not supposed to read the entire thing.

[Transation]

DR. BIZAY SONKAR SHASTRI : Whether the Government propose to issue some White Paper on this issue.

[English]

SHRI ANANTH KUMAR: The hon. Member has asked many supplementaries in one supplementary question.

MR. SPEAKER: You can answer only one supplementary.

[Translation]

DR. BIZAY SONKAR SHASTRI : These are parts of this question.

[English]

SHRI ANANTH KUMAR: The thing is that we have ordered for Category I instrument and what they have supplied is Category II. There has been a discussion with them. The amount has been withheld for not supplying according to the specifications. Now, the fresh

Category-II instrument is being supplied by them which will be installed within the next six months.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, he wants to say that.

MR. SPEAKER: You ask your supplementary.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, let us first complete this point. Previous government committed some irregularities and category-II instrument was purchased which is presently being used as category I. My question was that what action is being taken by the hon. Minister regarding irregularities committed in this purchase.

MR. SPEAKER: Please ask your supplementary.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, I would like to say that inquiry should be conducted in this regard and White Paper should be issued on it.

Secondly, due to scam in purchase of this instrument or some technical fault several problems are cropping up. On 4th December, 1997, sixteen flights were delayed in a single day. The people, who travel by air spend a lot of money with an intention to save time and to perform their duties as per their schedule.

MR. SPEAKER: Please ask your supplementary.

DR. BIZAY SONKAR SHASTRI: In this supplementary I would like to know about the persons responsible for delaying the flights due to technical fault in the instrument. What is the reaction of the Government with regard to the problems faced and losses suffered by passengers. What are the reasons for delay in implementation of the scheme of modernisation of Delhi and Mumbai airports.

[English]

MR. SPEAKER: This is a question relating to Instrument Landing System at Delhi Airport.

SHRI ANANTH KUMAR: Sir, the thing is that we had asked for Category II instruments and instead of supplying Category II instruments, they supplied an instrument which is capable of handling Category I as well as Category II operations. The categorisation is done on two counts. One is the height at which the mist approach for the land is to be initiated or aborted and the other is the minimum runway visual range. In Category I, the decision at height can be possible at sixty metres and the runway visual range will be 800 metres. In Category II, it will be thirty metres and 400 metres respectively. They provided us with an instrument which is capable of handling both Category I and Category II operations. . . (Interruptions)

SHRI CHAMAN LAL GUPTA: How can it be possible? Category II is much more superior and Category I is the

most inferior. . . (Interruptions)

MR. SPEAKER: Please, not like this.

SHRI ANANTH KUMAR: Sir, I seek the indulgence of the hon. Member, Shri Chaman Lal Gupta that the categorisation is like this. Category I is inferior and Category II is more superior. But he is telling otherwise. . . (Interruptions)

SHRI DIGVIJAY SINGH: No, he is telling the same thing.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, while keeping in mind the Categorisation, modernisation and operational conditions of aircrafts this instrument was imported. . . (Interruptions)

[English]

SHRI ANANTH KUMAR: Category III(a) is more superior. We had put in a requisition for Category II. But only in Delhi there is fog and that too for 7-8 days. Therefore, Category II is required only at Delhi and at some of the northern airports. Fifty per cent of the air traffic is basically in Delhi. There has to be a corresponding instrument even in the aircraft to use this Category II instrumentation. Therefore, this instrument becomes unviable for the aircraft, especially for the eastern, western and the southern parts of the country. In those airstrips, Category II is not viable because of the problem of fog. (Interruptions)

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, Banaras also faces the problem of fog. . . (Interruptions)

[English]

SHRI ANANTH KUMAR: I agree with the hon. Member, Sir. We have already asked for Category II instruments. . . (Interruptions)

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, a White Paper should be issued on it. . . (Interruptions)

[English]

MR. SPEAKER: No, not like this. This is Question Hour, not Zero Hour.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, proper reply has not given to my questions.

[English]

SHRI ANANTH KUMAR: The Government is not protecting anybody. . . (Interruptions)

MR. SPEAKER: This is Question Hour; this is not Zero Hour.

SHRI ANANTH KUMAR: The Airport Authority of India has already completed consultations with the. . .  
(Interruptions)

MR. SPEAKER: Please take your seat.

(Interruptions)

[Translation]

MR. SPEAKER: No, not now.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, reply given to my question is not complete, I would like to know about the reasons for delay of sixteen flights on 4th December.

[English]

MR. SPEAKER: Shri Shastri, please take your seat.

SHRI P.C. CHACKO: Hon. Speaker, Sir, the answer given by the hon. Minister has brought up some very serious issues. In the answer, it is mentioned that Category II system was ordered in May, 1995 and what was supplied was Category I system, which is a much inferior system. The last part of the answer says that "under current conditions, aircraft are cleared as soon as weather/visibility conditions permit".

Sir, the frequent accidents which are taking place in Delhi are a matter of concern for the whole country. Now, the airfield of Delhi, which is mostly affected by mist and visibility problems, is completely depending on the visibility conditions. We do not have the Instrument Landing System which is required for Delhi. So, I would like to know from the hon. Minister whether the Airport Authority of India has taken any definite action against the supplier and if so, what action is taken against the supplier. Who was the supplier who supplied inferior system to Delhi Airport? By what time will the advance system, that is, Category II instrument be installed in Delhi and by what time will it become operational?

SHRI ANANTH KUMAR: I appreciated the concern of my hon. colleague, Shri P.C. Chacko. The Category II instrument will be commissioned at Delhi Airport within six months. This matter has been taken up with M/s Retan and sorted out. An amount has been withheld in case of non-compliance.

SHRI PRITHVIRAJ D. CHAVAN: How much?

SHRI ANANTH KUMAR: An amount to the tune of \$ 6.44 million has been withheld from M/s Retan, which works out to 7.5 per cent of the contract amount. Moreover, the new Category II instrument is being supplied to us free of cost by M/s Retan.

SHRI RAJESH PILOT: Mr. Speaker, Sir, only half of the question is answered. I was also keen about it. When such an important instrument is being ordered, a lot of consideration goes into it. My question is whether this Category II instrument is not operational because the system is not available in the aircraft, or Delhi airport cannot operate on Category II instrument. In the former case, his answer has to be different. He is answering that 20 international airlines are fitted with Category II systems. It means that if Category II system is available in Delhi, then the aircraft of 20 airlines should not be deprived of it. I would say that it is a very sad thing that in all the international airports of the world, Category II instruments are available. For Delhi, we are hearing it for the last four for five years. I am not denying the fact that in 1995 it was our Government that assured here. Now, he has again assured us that in six months' period it will be installed. I wish him good luck and I wish him to continue as Minister of six months in this Government. Should we take it as an assurance that he will come back within six months?

SHRI ANANTH KUMAR: Firstly, the continuance of our Government for the next five years is assured. Secondly, I assure the completion and commissioning of the system within six months.

SHRI RAJESH PILOT: Is this the reply?

SHRI ANANTH KUMAR: Yes.

PROF. A.K. PREMAJAM: Sir, it is a matter of great concern because they are playing with the lives of the people who board the plane. As per the answer given by the Minister, Category II Instrument Landing System was installed at Delhi Airport in May, 1995 and is being operated as Category I instrument because the equipment does not meet ICAO specifications. Is there any mechanism to check an item supplied, whether it is according to the specifications?

Here it is stated in the answer given by the hon. Minister that "the Airport Authority of India has taken up the matter with the supplier the need to resolve the anomaly and make the system operational for Category II operations." After that three years have passed. Will the Minister be pleased to state as to what steps are taken against the supplier for not supplying the instrument according to the specifications?

SHRI ANANTH KUMAR: Sir, as far as not meeting the specifications is concerned, I have already said that only after the instrument is commissioned, the operational compliance can be checked.

Secondly, regarding non-compliance, I have already replied that 7.5 per cent of the contract amount is being withheld and a new Category II instrument is being installed by them, free of cost.

### International Airports

\*124. SHRI MANIKRAO HODLYA GAVIT:  
SHRI D.S. AHIRE:

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to set up more International Airports in the country in the coming years;

(b) if so, the details thereof;

(c) the criteria for setting up of an International Airport;

(d) whether there is a proposal to declare the Amritsar Airport an International Airport as is mentioned in the Hindustan Times dated May 8, 1998; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (e) A Statement is laid on the table of the Sabha.

### Statement

(a) and (b) Proposal for development of new airports of international standards at Bangalore, Goa and Mumbai are under consideration at present. In addition, a new airport of international standards has been developed by the Government of Kerala as lead promoter at Cochin.

(c) The main criteria adopted for setting up an international airport is the traffic potential, demand from airlines, availability of adequate quantum of land for expansion/modernisation as well as the economical and operational viability of the airport.

(d) and (e) The existing facilities at Amritsar airport are proposed to be upgraded so as to cater to Boeing 747 class of aircraft at an estimated cost of Rs. 120 crores involving construction of an international terminal building, construction of a new domestic terminal building and upgradation of ground lighting facilities and navigational aids. Setting up of a cargo complex is also envisaged in the proposed upgradation.

[Translation]

SHRI MANIKRAO HODLYA GAVIT : Hon'ble Mr. Speaker, Sir, I would like to put my first supplementary that the state government had acquired land for constructing Nasik-Dhule airport in Maharashtra and the said airport is now ready. The private Aircrafts take off from that airport occasionally. What is the view of Hon'ble Minister regarding starting regular air-service in Nasik-Dhule and what schemes have been formulated for the development of backward and Tribal regions? Earlier Vayudoot service was operating in Mumbai-Nasik which has been closed down.

Industrial activities are on rise in Nasik, what is the view of government regarding introduction of air-services there and by when it is likely to be started and if not, the reasons therefor?

[English]

SHRI ANANTH KUMAR: Sir, the question pertains to international airports and though the hon. Member has asked about a regional airport in Nasik, I think, that can be separately considered.

[Translation]

SHRI MANIKRAO HODLYA GAVIT: I also demand for starting Boeing service on Mumbai-Nasik routs. Earlier there services were there. I request Hon'ble Minister to tell by when it will be started and if not, the reasons therefor?

[English]

MR. SPEAKER: This question relates to international airports.

[Translation]

SHRI MANIKRAO HODLYA GAVIT: Earlier there was air service between Mumbai and Surat. I am talking about domestic air service. The Boeing aircraft was in operation there. The textile production is being carried out large scale in Surat. Businessmen from Mumbai frequently visit Surat, therefore whether government propose to start Boeing service between Mumbai and Surat. If so, the time by which it will be started and if not, the reasons therefor?

[English]

SHRI ANANTH KUMAR: Sir, I entirely agree with the hon. Member's suggestion that we require more regional air links between Mumbai and Surat and between Mumbai and Nasik also. I think we can separately deal with that. But presently, this supplementary does not arise from the main question.

[Translation]

SHRI HARIN PATHAK : All the formalities for upgradation of Sardar Vallabh Bhai Patel International Airport, Ahmedabad have been completed. Survey regarding acquisition of land has been completed. At present the length of runway is 1000 feet and to increase the length of runway to 11500 feet, water lines of Ahmedabad Corporation lying underneath the airport authority area have been shifted. It means all formalities have been completed. I would like to know from Hon'ble Minister that by when the work of upgradation of Sardar Vallabh Bhai International Airport Ahmedabad will be started? Beside this, I would also like to know that after the completion of work whether Ahmedabad, the capital of Gujarat will be given the status of international airport?

[English]

SHRI ANANTH KUMAR : Hon. Speaker, Sir, I entirely agree with the hon. Member on the issue of upgradation of Ahmedabad Airport. Actually, various things regarding face lift including runway extension and terminal extension of Ahmedabad's Karnavati Airport is going on. We have come out with a policy on airport infrastructure in which we have classified many types of airports like international hubs, regional hubs and other operational airports. As on today, we have Delhi, Mumbai, Chennai, Calcutta, Thiruvananthapuram . . . (Interruptions)

SHRI HARIN PATHAK : Sir, my question is very specific. I would like to know from the hon. Minister as to when the actual work will start.

SHRI ANANTH KUMAR : Sir, he should allow me to complete. It is under active consideration that airports at Bangalore, Hyderabad, Ahmedabad, Amritsar and Guwahati can also be added to this International category. . . . (Interruptions)

SHRI MOTILAL VORA : What about Bhopal?

DR. T. SUBBARAMI REDDY: You should also include Visakhapatnam in that list. . . . (Interruptions)

MR. SPEAKER: Dr. Subbarami Reddy, please take your seat. This is not Zero Hour. This is Question Hour.

[Translation]

SHRI MOHAN SINGH: Mr. Speaker, Sir, Uttar Pradesh is not only the biggest state of India but its area is equivalent to several countries in Asia. . . (Interruptions) I want to say that the population of Uttar Pradesh is more when our relations with Pakistan compared to these countries. People of Uttar Pradesh are residing in East Asia and Arabian Countries. Nearly half of Pakistan people are living in Uttar Pradesh. Who have to suffer. Every year, dozens of marriage parties go to Pakistan, or are received from there. All the buddhist places of international airport there. I would like to ask the Hon'ble Minister that whether he will consider for upgrading Varanasi or Lucknow airport into international airport?

[English]

MR. SPEAKER : Everybody has got important question to ask.

SHRI ANANTH KUMAR: Sir, I appreciate the wish of many hon. Members of this House to go international. I also agree with them that we require more gateway airports for better growth of commerce across the border and across the country. But there has been a criterion for setting up an international airport which considers the traffic potential, demand through airlines and availability of adequate quantum of land for expansion and modernisation. One more basic thing is that usually the practice followed world over

is that the gateway airports are developed as international airports. Now we have five such airports and are thinking of upgrading five more airports. It is under active consideration of the Government to make them international airports.

MR. SPEAKER: Do you want to say anything about Trivandrum?

(Interruptions)

MR. SPEAKER: Please take your seats. The Minister is answering your question. Please let him complete. This is not the procedure. The Minister is answering your question.

(Interruptions)

MR. SPEAKER : Shri Vora, please take your seat.

(Interruptions)

MR. SPEAKER : The Minister is answering your question. Let him complete. Please take your seats.

SHRI ANANTH KUMAR : Regarding hinter land airports, it is usually left to the domestic airports to operate. In no country, the hinter land airports are allowed to be made into international airports. This is the actual situation.

MR. SPEAKER: Now, I am giving chance to the new Member, Shri Satpathy.

(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats.

SHRI TATHAGATA SATPATHY: Sir, I cannot ask anything when the Opposition Benches are noisy. They do not give a chance to anybody else.

(Interruptions)

MR. SPEAKER: Please take your seats.

SHRI TATHAGATA SATPATHY : Sir, these people are not behaving themselves. . . . (Interruptions)

MR. SPEAKER : I have called Shri Satpathy. I will come to you.

SHRI TATHAGATA SATPATHY : Sir, you have reminded so many times that the whole country is watching us, but this is how they are behaving. . . (Interruptions)

MR. SPEAKER: Only the speech of Shri Satpathy will go on record.

(Interruptions)\*

MR. SPEAKER : Shri Chavan, please take your seat.

SHRI TATHAGATA SATPATHY : Sir, I would like to draw the attention of the hon. Minister to the fact that in the

\*Not Recorded.

Eastern part of the country, there is only one international airport, that is, at Dum Dum.

MR. SPEAKER: Please understand that this is not a Zero Hour.

SHRI TATHAGATA SATPATHY: But because of the inclement weather and tremendous bird menace, the Dum Dum Airport is not being favoured by international airlines. Therefore, previously, the Government had considered Bhubaneswar as being an alternative airport to cater to the hinterland of South-Eastern India, that is, Orissa, Southern Bengal and Andhra Pradesh. I would like to know from the hon. Minister whether the Government is considering to upgrade the Bhubaneswar Airport because the hon. Minister has said that they have five more airports which they intend to upgrade. I would like to know whether Bhubaneswar Airport is one among them. If yes, other than lengthening of the runway, what else is being done in Bhubaneswar? Is there any proposal to upgrade the avionic systems at the ground level for landing, that is, ILS and other systems?

MR. SPEAKER: It is a specific question.

SHRI TATHAGATA SATPATHY: Does the Government have any such proposal? If not, do they propose to have anything for Bhubaneswar?

MR. SPEAKER: Now, please take your seat.

SHRI ANANTH KUMAR: On 17th March, I personally visited and inspected the Bhubaneswar Airport, and even the hon. Prime Minister Shri Atal Bihari Vajpayee was there to rename the Bhubaneswar Airport as Biju Patnaik Airport. In the Bhubaneswar Airport, the Airport Authority of India is continuing with the upgradation works which include a beautiful new terminal which can handle 500 passengers, extension of the runway, extension of the taxiway and also the extension of the apron. They are spending Rs. 35 crore on this. . . (Interruptions)

SHRI TATHAGATA SATPATHY: Sir, it is not even air-conditioned.

SHRI ANANTH KUMAR: After personally inspecting, I came to know that according to the technical requirements, the airport runway has to be extended to accommodate Boeing 737 and the international air carriers.

SHRI TATHAGATA SATPATHY: It is already being lengthened.

MR. SPEAKER: Please let him complete.

SHRI ANANTH KUMAR: We are on the job. We require more than 200 acres of land there. This issue has been discussed with the Chief Minister also. There is a railway

line and a highway passing through that area. Therefore, we are talking to them. But presently, there is only a proposal for upgradation of the facilities at the Bhubaneswar Airport.

[Translation]

SHRI VITHAL PUPE: As there is a proposal to develop the international airports at Goa, Bangalore and Mumbai whether it is proposed to construct an international airport at Pune also, which is an important city? . . . (Interruptions)

[English]

MR. SPEAKER: No. I allowed him. Please take your seat. I have allowed your party man. Why are you objecting?

(Interruptions)

SHRI ANANTH KUMAR: I have already mentioned that where there are International gateway airports, they can be only gateway airports which have to be upgraded to international standard. But for hinterland airports, we can upgrade the facility, but we cannot grant them the status of international airports because hinterland in any country the world over is used for domestic airlines. It can be a connecting airport, not an international airport in itself.

DR. SUBRAMANIAN SWAMY: The hon. Minister just now said that where there is a gateway airport, that can be made into an international airport. Madurai happens to be next to Tuticorin port. I would like to know whether the hon. Minister or the Ministry has given any thought to making Madurai an international airport. It is also a temple city. A large number of tourists come there. They come there from Rameswaram also. If the BJP-led coalition Government took more interest in South India than in Ayodhya, then Madurai should be made an international airport. This is my question to the hon. Minister.

SHRI ANANTH KUMAR: International airports are not adjudged on religious basis. It is basically a matter of transport, commerce and national requirements. Presently five airports are in consideration. They are Bangalore, Hyderabad, Madurai, Amritsar and Guwahati.

[Translation]

SHRI KANTILAL BHURIA : Mr. Speaker, Sir, we also want to speak over this important subject.

[English]

MR. SPEAKER : Please understand. If you want to put some more questions on this question only, I have no objection. I have allowed Shri A.C. Jos.

SHRI A.C. JOS : I am happy that the hon. Minister has stated in his reply that an airport of international standards has been built by the Government of Kerala as

a key promoter of Cochin. It is in my Constituency. It is progressing very well. Our Chief Minister has promised that it will be completed by December. Will the hon. Minister be kind enough to send airport authority officials to Cochin? The hon. Minister has gone to Bhubaneswar. I would invite the hon. Minister to come to Cochin because it is a beautiful scene to see the work progressing there. The Airport Authority should also send machinery and other things as early as possible so that the airport at Cochin can be commissioned by December this year itself.

MR. SPEAKER : It is a suggestion.

SHRI ANANTH KUMAR : The hon. Member's suggestion is well taken. . . .(Interruptions)

[Translation]

SHRI N.B.PATIL : First you strengthen domestic airports, develop, small airports and then you talk about international airports.

[English]

MR. SPEAKER : No. you are not supposed to speak like that.

#### Train Accidents

\*127. SHRI MULLAPALLY RAMACHANDRAN :  
DR.T. SUBBARAMI REDDY :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of train accidents/derailments including of goods trains occurred during the last one year, and till date Zone-wise;

(b) the causes of such accidents, accident-wise;

(c) the number of persons killed/injured in each of such accidents and the value of Government property damaged thereby;

(d) the number of commissions appointed to enquire into the causes of accidents during the above period;

(e) the important findings of the enquiry commissions and the action taken by the Government on recommendation made by these commissions;

(f) the amount of compensation given by the Government to the victims;

(g) whether the Government have formulated any action plan to improve safety and to check such accidents; and

(h) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) to (h) A statement is laid on the table of the House.

#### Statement

(a) to (c) Railway Zone-wise break-up of consequential\* train accidents including derailments of Goods Trains during last one year (i.e., April 1997 to March 1998 and till 31st May 1998) and casualties therein, are as under:-

Railway	No. of Accidents	No. of Persons Killed	No. of Persons Injured
Central	73	17	166
Eastern	31	18	67
Northern	56	108	161
North Eastern	26	39	86
Northeast Frontier	28	15	28
Southern	78	15	32
South Central	53	47	21
South Eastern	73	111	415
Western	49	30	79
Metro	1	-	-
K.R.C.	3	-	1
<b>Total</b>	<b>471**</b>	<b>400**</b>	<b>1056**</b>

NOTE: \* Collisions, derailments, accidents at level crossings and fire in trains are termed consequential train accidents,

\*\* Figures are provisional.

These accidents occur mainly due to human failure, equipment failure and sabotage. The break-up of causes of accidents for the period 1997-98 and 1998-99 ( upto 31st May, 1998) are given below:-

Causes	1997-98	1998-99 (As on 31st May, 1998)
Failure of Railway Staff	262	37
Failure of persons other than railway staff	53	13
Failure of equipments	12	6
Sabotage	18	1
Combination of factors	22	1
Incidental	8	1
Could not be established conclusively	3	-
Under Investigation	18	16
<b>Grand Total</b>	<b>396</b>	<b>75</b>

Note : Figures are provisional.

The cost of damage to railway property on account of these consequential accidents has been provisionally assessed at Rs. 43.13 crores.

(d) & (e) No Commission of Enquiry has been appointed during the last one year for enquiring into the causes of accidents, hence no recommendation was to be acted upon.

(f) During last one year (April 1997 to March 1998), An amount of Rs.240.89 lakhs has been paid as compensation by the Railways to the victims of train accidents.

(g) and (h) Some of the measures taken to improve safety and prevent accidents are as under :-

- (i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.
- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.
- (iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- (vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (vii) To prevent cases of cold breakage of axles, Routine Over Haul Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
- (viii) Whistle boards/Speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been

modernised including use of Simulators for training of drivers.

- (xii) Refresher courses are regularly organised at specified intervals.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

SHRI MULLAPALLY RAMACHANDRAN: Mr. Speaker, Sir, if we look at the table given by the hon. Minister, we will come to know that the maximum number of train accidents during the year 1997-98 has taken place in the Southern Railway. These accidents were mainly due to the failure on the part of the Railway staff.

May I know from the hon. Minister what concrete steps have been taken by the hon. Minister to minimise the chances of human error?

[Translation]

SHRI NITISH KUMAR : Sir, a large number of rail accidents occur due to human error and causes for it have already been given in the statement. Training programmes continue regularly for railway staff to minimise the chances of human error. There may be various types of human failure. Whenever any such accident takes place, a detailed inquiry and study is conducted to find out its causes. Thereafter necessary steps for human resource development are taken.

[English]

SHRI MULLAPALLY RAMACHANDRAN : The Mangalore-Chennai railway line is one of the oldest railway lines laid by the Britishers. But there has not been any improvement or proper maintenance of the track from Mangalore to Shoranur. Cracks often develop on the track which ultimately lead to derailment of a good number of goods trains there.

May I know from the hon. Minister what concrete steps are being taken by the Minister for the repair and proper maintenance of the railway track from Mangalore to Sharanur?

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, from the general subject the hon. Member has come to a specific subject now. He has mentioned a particular route. I will inform him about this particular route after getting information. As regards the maintenance of track I would like to state that it is a continuous work. Last week while replying to a question detailed information about track

renewal was given. The work of track renewal is continuing and as compared to last year more funds have been provided in the current budget for this purpose.

[English]

DR. SUBBARAMI REDDY: Mr. Speaker, Sir, I would like to know from the hon. Minister of Railways one thing. These days, people are very much afraid of travelling by trains. They feel boats are safer, flights are safer and cars are safer than the Railways. Of course, he will give a very simple reply saying that, "they are making efforts: they have instituted an Inquiry Commission and expecting the results." These things are different. Shri Nitish Kumar is a more progressive and a socialist personality. Now, I want to put this question. What action are you going to take besides the action taken by the former Ministers in order to improve the situation. What impact are you going to create in the minds of the travelling passengers in this country?

A sum of Rs. 400 crore is expected to be provided for signalling and safety system, but you have provided only Rs.200 crore. Therefore, I want to know why it has not been done. This is the first question.

MR. SPEAKER: There is only one question. There is no second question.

(Interruptions)

DR. T. SUBBARAMI REDDY: Besides the allocation of Rs. 400 crore, you must provide the walkie-talkie system also between the drivers and the Coordination Committees which will also improve the situation. So, I want to know what new systems, what new technology you are going to introduce in order to provide more safety for the people of India.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, safety is given utmost priority in railways and required measures are taken to improve the situation. Shri Reddy has asked about our plan in the field of signalling and telecommunications. I would like to say that more funds have been allocated for signalling and telecommunications in the current budget. Last time a provision of Rs. 201 crore was made for it which has been increased to Rs. 361 crore this year. As regards providing walkie-talkie system or any other system I would like to tell that at present we are using auxiliary warning system on sub-urban routes and it will be introduced on some other routes as well as magnetic device installed along the tracks in auxiliary warning system can be stolen. I have mentioned it in my Budget speech also. Now we are trying to replace it with a theft proof instrument. But we require more financial resources for it which are not there. With the available resources. . . (Interruptions)

SHRI MOHAN SINGH: The Finance Minister will not give you the required funds because you do not belong to his party. . . (Interruptions)

SHRI NITISH KUMAR: It is not so. From last year the Finance Minister has raised budgetary support. This time a budgetary support of Rs.2200 crore has been given. I am telling this for your information. But Reddyji knows very well that resources are limited and even then provision for signals and telecommunications has been increased.

[English]

DR. T. SUBBARAMI REDDY: Safety is important for the people. You should give top priority to this.

SHRI NITISH KUMAR: We have got top priority for the safety of the people.

[Translation]

SHRI RAM NAGINA MISHRA : Mr. Speaker, Sir, I would like to know from the hon. Minister about the train accidents. The number of train accidents are increasing day by day. So for several commissions had been constituted to inquire into the causes of accidents and they had submitted their reports. Is it a fact that some of these accidents occurred due to negligence of railway staff and some due to sabotage by extremists? In southern part of the country and Bihar incidents of removal of nut-bolts of railway tracks have come to notice. I would like to know as to what measures are being taken for preventing accidents?

SHRI NITISH KUMAR : Mr. Speaker, Sir, first of all, I would like to refute the charge levelled by the hon. Member that number of rail accidents are increasing. It is not a fact. In 1960-61 a total of 2131 rail accidents occurred and this number is decreasing continuously and in 1996-97 this number decreased to 381. In 1997-98 this number increased a little bit and 396 rail accidents took place and upto 31st May of this year, a total of 75 accidents occurred. The incidents of train collision, derailment, level crossing accidents and incidents of fire are included in it. Thus the number of rail accidents is decreasing. It is really a matter of concern and we are trying to bring it down to zero and our efforts are continuing in this direction. As the hon. Member has mentioned, cause of some train accidents is sabotage. State government should take initiative in this regard because the state governments are responsible for law and order and not the railways. In case of such rail accidents commissioner of Railway safety conducts inquiry. . . (Interruptions) I am saying this about safety. He has mentioned the incidents of sabotage. . . (Interruptions) I am saying this about safety. He has mentioned the incidents of sabotage. . . (Interruptions) Mr. Speaker, Sir, Hon. Minister can ask any other question. I am ready to reply. In cases of major accidents involving

loss of lives and property, an inquiry is conducted by commissioner of Railway safety and preventive measures are taken on getting report thereon.

12.00 hrs.

[English]

SHRI VARKALA RADHAKRISHNAN: Mr Speaker, Sir, I would like to ask the hon. Minister. . .

MR. SPEAKER: You put only a pointed supplementary otherwise, you will not get any reply. It is already 12 o'clock.

SHRI VARKALA RADHAKRISHNAN: Sir, I want to ask the hon. Minister of Railways about the accidents that are caused due to unmanned level-crossings. In Kerala, we have a number of unmanned level-crossings. Due to this, we loss valuable lives. Every week, three to four people die because of this unmanned railway level crossings.

So, I would request the hon. Minister to take immediate steps to man these unmanned level crossings. It may be a recurring expenditure adding on the State. But the question is that there must be a man to control it.

MR. SPEAKER: Shri Radhakrishnan, please put your supplementary.

SHRI VARKALA RADHAKRISHNAN: It is a Human Rights problem also. So, I would request the hon. Minister to take steps in this regard in Kerala also.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, accidents occur at level crossings, unmanned crossings and manned crossing. So far as the question of manning the unmanned crossings is concerned, I would like to say that state governments have to make their contribution for this purpose. In this regard I request the hon. Member to prepare the state government to make their contribution. Railways are always ready to provide the necessary assistance.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Security Cases against Private Airlines

\*125. SHRI S. S. OWAIŚI : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of cases which have come to the notice of the Government against private air operators regarding breach of security during the last three years;

(b) whether the Government have taken any action against these operators;

(c) if so, the details thereof;

(d) whether the Government propose to frame fresh guide lines for the private air operators in this regard; -

(e) if so, the details thereof; and

(f) the time by which these guide'ines are likely to be issued?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No case of breach of security by private operators has come to the notice of the Government in the last three years.

(b) and (c) Do not arise.

(d) Instructions issued from time to time for scheduled air operators are also applicable to private air operators. A new Civil Aviation Act is on the anvil which will be applicable to all air operators including private airlines.

(e) and (f) Do not arise.

### Julka Committee Report

\*126. SHRI MOHAN RAWALE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India set up a subcommittee to examine the recommendations of the Julka Committee report for Air Traffic Controllers;

(b) if so, the details thereof;

(c) whether the said subcommittee has submitted its report;

(d) if so, the reaction of the Government thereto; and

(e) if not, the time by which the report is likely to be submitted?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (e) A working Group was constituted by AAI to study the financial and the administrative implications of the recommendations of the Julka Committee and its impact on the organisation as a whole. This group consisted of the representatives from Finance & Personnel Departments of Airports Authority of India (AAI). However, in view of the industrial action by the Air Traffic Controllers Guild, direct negotiations were held between the representatives of the Guild and the management of AAI for the implementation of the various recommendations of the Julka Committee and an agreement was signed on 19.11.97.

### Modernisation/Expansion of Airports

\*128. SHRI A.C.JOS :  
SHRI RANJIB BISWAL :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the progress of work of expansion/modernisation

and construction of National and International Airports in the country, Airport-wise;

- (b) the amount spent on these projects, project-wise;
- (c) the expected time of the completion of the work;
- (d) whether the Government have also approved the expansion plan for the Chennai Airport;
- (e) if so, the details thereof;
- (f) whether the Government propose to invite foreign capital in the construction of new airport; and
- (g) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) A detailed statement showing expansion/modification and construction works taken up by the Airports Authority of India at various airports is enclosed.

(d) and (e) Yes, Sir. Following works have been

approved for expansion of Anna International Terminal Building at Chennai Airport:

- (1) Extension of Anna International Terminal Building by 24,670 sq.mtr.
- (2) Construction of Aero Link Corridor with two aerobridges.
- (3) Covering of Atrium.
- (4) Construction of Canopy on city side.

(f) and (g) Preliminary studies have been made on the desirability of allowing private investment for the development of airports. The feasibility of infusion of private (including foreign) investment in this sector as well as taking greater recourse to additional funding sources like external assistance, external commercial borrowing, public issues, etc. is being examined for funding the development of these airports.

#### Statement

*Progress of work of Expansion/Modification of Airports as on 31.03.1998*

(Rupees in crore)

S.No.	Airport	Name of Project	Estimated Cost	Expenditure incurred	Probable Date of completion	Status
1	2	3	4	5	6	7
<b>NORTHERN REGION</b>						
1.	Agra	Expansion/Modification of Terminal Building	10.20	9.30	12/98	91%
2.	Kargil	Construction of New Airport	19.94	17.69	11/98	38%
3.	Lucknow	Expansion & Strengthening of Airport	11.81	0.10	3/99	5%
4.	IGI Airport	Construction of Internal Export Cargo (Phase-II)	18.50	4.71	3/99	23%
		Reconstruction of Terminal-IA	26.00	21.03	6/98 (Commissioning awaited)	100%
<b>EASTERN REGION</b>						
1.	Bhubaneswar	New Terminal Building	17.77	15.42	9/98 (Building Commissioned in 4/98)	97%
		Extension of Runway to 9000'	12.62	2.49	12/99	32%
2.	Patna	Expansion of Terminal Building	8.90	6.00	6/98	95%
3.	Port-Blair	New Terminal Building	15.75	3.50	3/99	1.5%
4.	Calcutta	Modification of International Terminal Building	10.78	0.62	12/99	12%

1	2	3	4	5	6	7
		Construction of aerolinks, security hold & apron at new domestic terminal	6.87	1.80	7/98	35%
<b>NORTH EAST REGION</b>						
1.	Guwahati	Expansion of Terminal Building	12.45	12.77	5/99	68%
		Extansion of Apron	2.51	2.15	5/98	98%
2.	Silchar	Expansion/Modification of Terminal Building	3.87	3.42	6/98	75%
3.	Lilabari	Extension & Strengthening of Runway	13.89	3.08	3/99	32%
		New Terminal Building	14.47	4.70	7/99	17%
4.	Tura	New Airport	12.25	3.20	3/99	73%
5.	Imphal	Expansion of Terminal Building	17.94	4.12	3/99	55%
6.	Bagdogra	Expansion of Terminal Building	11.43	2.13	2/2000	2.5%
7.	Tejpur	Construction of new Civil Enclave	18.60	10.48	12/98	50%
8.	Agartala	Expansion of Terminal Building	18.45	3.35	5/2000	1%
		Expansion of Apron	4.95	1.01	12/98	12%
<b>SOUTHERN REGION</b>						
1.	Bangalore	New Internal Building	21.83	6.35	12/98	66%
2.	Hyderabad	Expansion of domestic Terminal Building	43.66*	25.27	10/98	72%
					(New Integrated Building completed in 3/97)	
3.	Calicut	Extension of Runway to '9000'	102.87	54.53	1/2000	63%
4.	Tirupathi	New Terminal Building	5.07	3.15	10/98	70%
5.	Vijayawada	Strengthening of Runway	7.83	0.62	6/99	12%
6.	Trivandrum	Extension of Apron	6.95	3.75	12/98	55%
		Interim modification Terminal Building	2.02	1.60	12/98	75%
7.	Chennai	Strengthening of Runway 12/30	9.92	0.45	10/99	4%
		Construction of integral cargo complex (module-I) including Admn. Office	42.85	Nil	10/99	
					Work recently awarded	
<b>WESTERN REGION</b>						
1.	Indore	Technical Block	5.76	2.64	6/98	91%
2.	Raipur	New Terminal Building	8.55	4.11	5/98	96%
3.	Jabalpur	Strengthening & Extension of Runway to 6500'	11.76	7.82	9/99	67%

1	2	3	4	5	6	7
4.	Aurangabad	Strengthening of Runway	4.90	3.54	6/98	95%
5.	Mumbai	Construction of Taxi track parller to main Runway (Phase-III)	3.26	0.30	12/99	4%
		Construction of new Internal Terminal Complex (Phase-III)	142.32	94.36	8/98	70%
		Replacement of old conveyor baggage system	10.33	5.68	12/99	50%

**Losses suffered by Domestic Airlines in N.E. Region**

\*129. SHRI K.S.RAO : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the domestic airlines operating in the North Eastern Region have been suffering operational losses and have demanded grant of subsidy to cover these losses; and

(b) if so, the time by which a final decision is likely to be taken on their demands?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. There is a proposal for grant of outright subsidy under consideration of the Government.

**Procurement of Gadgets for Army in Kashmir**

\*130. PROF. AJIT KUMAR MEHTA :  
SHRI MOHAN SINGH :

Will the Minister of DEFENCE be pleased to state:

(a) whether the anti-insurgency gadgets required by the army to fight terrorism in Kashmir, North East and other parts of the country, including bullet proof jackets, have been in short supply and requests for procurement have been pending for years together;

(b) if so, the reasons for delay in procuring such gadgets; and

(c) the steps taken to ensure regular and adequate supplies of these gadgets to the army and other security personnels engaged in such anti-terrorist operations?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (c) Anti-insurgency gadgets are made available to the troops on continuing basis depending upon the requirements. Similarly, other items like bullet proof jackets are also procured on a continuing basis. Procurement of such gadgets and equipment is made on priority basis and as per the Defence Procurement Procedure.

**Profits earned by Indian Airlines**

\*131. DR. LAXMINARAYAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned, 'IA board's profits charter hits another air pocket' appearing in the Times of India, New Delhi dated March 18, 1998;

(b) if so, the facts thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. This item relates to creation of profit centres for divisions like cargo, ground support, auxiliary power unit etc.

(c) Creation of profit centres for certain activities is an integral part of the turn-around strategy to make them more focussed, flexible and accountable. A number of profit centres are already existing in Indian Airlines.

[Translation]

**Doubling and Electrification of Railway Routes**

\*132. SHRI ADITYANATH :  
SHRI PRABHASH CHANDRA TIWARI :

Will the Minister of RAILWAYS be pleased to state:

(a) The details of the Railway routes doubled and electrified during the last three years, State/Zone-wise;

(b) the expenditure incurred thereon, project-wise;

(c) the details of the Railway routes to be doubled/ electrified during the Ninth Five Year Plan, State/Zone-wise; and

(d) the total expenditure likely to be incurred thereon, project-wise?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) :  
(a) and (b) The details are as under : -

## (i) DOUBLINGS

S.No.	Name of Section	Km.	Expenditure incurred (Rs. in Crs.)	Zone	State
1	2	3	4	5	6
1.	Divya-Panvel	20	49.83	CR	Maharashtra
2.	Guma-Ashoknagar-Habra (Duttapukur-Habra)	10	16.76	ER	W. Bengal
3.	Sahibganj-New Farraka-Maldatown (Part)	21	59.35	ER	W. Bengal
4.	Jhaptardal-Guskara (Part)	5	8.65	ER	W. Bengal
5.	Sonenagar-Mughal Sarai (Part)	53	161.50	ER	Bihar
6.	Bithura-Bareilly (Rampur-Bareilly)	19	42.73	NR	Uttar Pradesh
7.	Aluabari-Kishanganj and New Jalpaiguri-Ambari-Falakata	32	48.77	NF	W. Bengal
8.	Shoranur-Mangalore (Part)	21	49.92	SR	Kerala
9.	Whitefield-Malur (Whitefield-Kuppam)	20	32.77	SR	Karnataka
10.	Karunagapalli-Quilon (Kayankulum-Quilon)	28	53.17	SR	Kerala
11.	Talcher-Hindol Road	32	57.57	SE	Orissa
12.	Dhencanal - Hindol (Joranda-Hindol Road)	20.5	30.61	SE	Orissa
13.	Akaltara-Bilaspur	34	27.09	SE	Madhya Pradesh
14.	Rayagada-Ladda (Ambodala-Bissomcuttack & Theruvali-Gumada)	8	89.20	SE	Orissa
15.	Gumada-Bobilli	38	36.39	SE	Andhra Pradesh
16.	Bobilli-Gajapatnagar	32	31.88	SE	Andhra Pradesh
17.	Saragbundia-Urga (Korba-Saragbundia)	6	12.43	SE	Madhya Pradesh
18.	Akaltara-Naila (Akaltara-Champa)	16	39.58	SE	-do-
19.	Urkura-Raipur (Urkura-Raipur-Sarona)	6	14.88	SE	-do-
20.	Gajapatnagar-Vijayanagar	22	32.98	SE	Andhra Pradesh
21.	Bairagarh-Bakanian Bhaunri-Phanda	16	16.15	WR	Madhya Pradesh
22.	Anas Bridge (Three Single line stretches)	1	12.64	WR	Madhya Pradesh Gujarat
23.	Pirumrod-Bercha	12	7.79	WR	Madhya Pradesh

## (ii) RAILWAY ELECTRIFICATION

S. No.	Name of the Section/Project	Route Kms	Expenditure upto March, 98 (Rs. in Crore)	Zone	State
1	2	3	4	5	6
1.	Tori-Patratu (Part of Sonnagar-Patratu)	65	170.21	ER	Bihar
2.	Chitranjan-Jasidih-Nargungoo and JhajhaKiul (Part of Sitarampur-Mughalsarai)	187	203.80	ER	Bihar

1	2	3	4	5	6
3.	Karnal-Ambala-Ludhiana (Part of Delhi-Ambala-Ludhiana)	192	199.56	NR	Haryana Punjab
4.	Erode-Palghat-Punkunnam (Part of Erode-Ernakulam)	238	127.62	SR	Tamil Nadu Karala
5.	Mustabada-Visakhapatnam and Simhachalam- Kottavalasa (Part of Vijaywada-Visakhapatnam)	371	230.47	SCR	A.P.
6.	Jamadoba-Mohuda	22	8.43	SER	Bihar
7.	Gumia-Patratu	72	32.76	ER	Bihar
8.	Chandil-Muri-Barkakana	126	31.52	SER	Bihar W.B.
9.	Ambala-Saharanpur (Part of Ambala-Moradabad)	79	45.68	NR	Haryana U.P.
10.	Bondamunda-Bimlagarh-Barsuan and Bimlagarh-Rangra and Bokaro-Radhagaon (Part of Bokaro-Barsuan)	93	150.59	SER	Bihar Orissa
11.	Adra-Bankura-Bheduasol (Part of Adra-Midnapur)	60	43.25	SER	W.B.
12.	Kottavalasa-Alamanda (Part of Bhubneswar-Kottavalasa)	21	18.00	SER	Orissa
13.	Bandel-Katwa	105	41.56	ER	W.B.

(c) and (d) (i) **DOUBLING**

The routes to be doubled in the 9th Plan have not yet been fully identified. The sections targetted for completion in 1998-99 are as under :-

S. No.	Name of Section	Km.	Anticipated Cost (Rs. in Crs.)	Zone	State
1	2	3	4	5	6
1.	Diva-Vasai (Part)	17	91.31	CR	Maharashtra
2.	Hetampur-Gher	7	42.16	CR	Madhya Pradesh
3.	Sevagram-Chitoda (Part)	4	4.55	CR	Maharashtra
4.	Khana-Sainthia (Phase-I) (Part) (Khana-Jhaptardal)	5.5	12.27	ER	W. Bengal
5.	Jhaptardal-Guskara (Part)	9.81	11.46	ER	-do-
6.	Guskara-Bolpur (Part)	6.5	24.14	ER	-do-
7.	Patna-Parsabazar	7.5	7.00	ER	Bihar
8.	Sahibganj-New Farakka Malda (Part)	15.8	62.35	ER	W. Bengal
9.	Chandanpur-Gurup (Part)	6	23.82	ER	-do-
10.	Dheri-on-sone-Mugal-Sarai (Part)	30	248.00	ER	Bihar
11.	Ghaziabad-Hapur (Part)	7	37.68	NR	Uttar Pradesh

1	2	3	4	5	6
12.	Kishanganj-Dalkhola (Part)	17	43.73	NF	W. Bengal
13.	Kuttipuram-Calicut-Mangalore (Part)	21	552.30	SR	Kerala
14.	Quilon-Trivandrum (Part)	10	95.77	SR	-do-
15.	Malur-Bangarpet	27	105.00	SR	Karnataka
16.	Rajatgarh-Nergundi (Part)	24	60.00	SR	Orissa
17.	Raghunathpur-Rahama	29	53.36	SE	Orissa
18.	Saragbundia-Korba (Part)	10	27.59	SE	Madhya Pradesh
19.	Saragbundia-Champa	18	39.74	SE	Madhya Pradesh
20.	Naila-Champa	1	39.40	SE	-do-
21.	Kota-Gurla Chambal Bridge.		11.68	SE	Rajasthan

## (ii) RAILWAY ELECTRIFICATION

The details of railway route to be electrified during the Ninth Five Year Plan, Zonewise and total expenditure is likely to be incurred thereon Project-wise are as under :-

S. No.	Name of the Section/Project	Route Kms	Expenditure likely to be incurred in IX Plan (Rs. in crores)	Zone	State
1	2	3	4	5	6
1.	Jasidih-Mughalsarai (Part of Sitarampur-Mughalsarai)	451	160.28	ER	U.P. Bihar & W.B.
2.	Ramgarh halt-Latinda-Tiruldih (Part of Chandil-Muri-Barkakana)	82	32.99	S.E.R.	Bihar W.B.
3.	Danea-Gumia (Part of Gumia-Patratu)	18	3.00	ER	Bihar
4.	Jagadhari Workshop-Saharanpur (Part of Ambala-Moradabad)	46	21.89	N.R.	Haryana U.P.
5.	Bokaro-Barsuan and Kiriburu incl. Purulia-Kotshila	403	107.55	SER	Bihar Orissa & W.B.
6.	Khagrapur-Bhubaneswar	540	293.66	SER	W.B. Orissa
7.	Bhubneswar-Kottavalasa	426	292.27	SER	Orissa A.P.
8.	Simhachalam-Kottavalasa (Part of Vijayawada-Visakhapatnam)	17	12.11	SER	A.P.
9.	Adra-Midnapur	155	77.17	SER	W.B.
10.	Shoranur-Ernakulam (Part of Erode-Ernamulam)	107	56.16	SR	T.N. Kerala
11.	Jalgaon-Udhna	306	138.12	W.R.	Maharashtra Gujarat
12.	Kusunda-Jamunia Tand	23	13.61	ER	Bihar

1	2	3	4	5	6
13.	Ambala-Kalka and Sirhind-Nangaldam (Part of Delhi-Ambala-Ludhiana)	189	107.92	NR	Haryana Punjab
14.	Kanpur-Lucknow	74	49.38	NR	U.P.
15.	Ludhiana-Amritsar	136	97.79	NR	Punjab

[English]

### Strengthening of Security Measures

\*133. SHRIMATI BHAVNA DEVRAJ BHAI CHIKHALIA:  
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are planning to set up aviation security force to strengthen the security measures particularly at international airport at Delhi;

(b) if so, whether it is likely to be extended to other international airports; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) The proposal to set up an exclusive security organisation to guard some of the airports is under consideration of the Government.

[Translation]

### Hike in Freight Charges

\*134. PROF. PREM SINGH CHANDUMAJRA :  
SHRI CHINTA MOHAN :

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a sharp hike in the railway freight during the last three years;

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

(c) whether the railways share in the total freight traffic has come down drastically during the past years due to the sharp hike in freight charges levied by the railways; and

(d) if so, the remedial steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR):  
(a) and (b) During last three years general increases in freight rates have been effected as under:-

1995-96	7% with effect from 1.4.1995
1996-97	10% with effect from 1.8.1996
1997-98	12% with effect from 1.4.1997. The classification of following commodities was also revised with effect from 15.10.1997

Coal, Chemical manures Div 'A', 'B', 'C', Grains and Pulses (Div 'A' & 'B'), Sugar, Oils Div 'E' (Edible), Hydrogenated Oils, Oils, Vegetable Refined Div 'B', Fruits, fresh, NOC & Vegetables, NOC, Potatoes, Potatoes sweet & Onions, Urea, Organic Manures, NOC, Fodder (other than oil cakes), Oil Seeds, Kerosene oil, NOC, Liquefied Petroleum Gas and Livestock.

The above percentage increases were not effect in respect of certain essential commodities like sugar, salt, fertilisers, kerosene, & L.P.G. etc.

Adjustment in the tariff rates of freight traffic became necessary during these year to meet the increase in input cost and also generate internal resources for financing railway projects.

(c) and (d) The share of Railways in the total freight transportation in the country is estimate by the Planning Commission. On the basis of the figures available, it is seen that the share of rail transport has progressively declined from 89% in 1951 to 40% approximately in 1996. One of the reasons for this decline could be the high freight rates for certain commodities.

The following remedial measures have been taken to increase the rail share:-

- (i) Reduction in classification of iron & steel, gypsum (lumps and powder), limestone and dolomite.
- (ii) Revision in taper of cement, coal and iron and steel, to provide relief to long distance traffic.
- (iii) No across the board increase in freight charges has been proposed for the year 1998-99.
- (iv) Reduced station to station rates for specific commodities are also given in deserving cases.
- (v) Container Corporation of India has created a separate Domestic division to make a major attempt to get less than train load non-bulk traffic from road to rail by using the multi-modal containerisation route.

[English]

**Bilateral Aviation, Pact between India and Singapore**

\*135. PROF. P.J. KURIEN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Defence Minister's comments on the threat from China has over-shadowed a decision by New Delhi to put off or review a bilateral aviation pact signed with Singapore last year;

(b) if so, whether Air India has already launched a new connection between Hyderabad and Singapore;

(c) whether Singapore Airlines has also increased its services to New Delhi and plans to link up with Thiruvananthapuram and Bangalore;

(d) if so, the details thereof ;and

(e) the reaction of the Government thereon?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (e) Consequent upon the signing of a Memorandum of understanding at the inter-governmental bilateral talks held in November, 1996 both Indian & Singaporean carriers became entitled to two additional units of B747 capacity per week. Utilising these entitlements, Singapore Airlines have increased their services to New Delhi from 4 to 5 frequencies per week with effect from 1.1.98 and Air India has started a twice weekly flight between Hyderabad and Singapore with effect from 29.3.98. In the next round of bilateral talks held in July, 1997, the capacity entitlements of both the sides have been agreed to be raised by 6 additional B747 units per week in a phased manner over a 3 year period from Summer 1998 to Summer - 2000. During the above talks, Thiruvananthapuram was granted as an additional point of call to the Singapore Airlines as a part of the package agreed to by the two delegations. This package is, however, yet to be approved by the Government.

**Sanitation Programme**

\*136. SHRI ANANT KUMAR HEGDE : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the funds allocated towards urban sanitation programme during the year 1994-95, 1995-96, 1996-97 and 1997-98, State-wise; and

(b) the progress made under the programme, State-wise?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT ( SHRI RAM JETHMALANI ) : (a) Sanitation being a State subject, it is the responsibility of the State Governments to plan and execute sanitation programmes. To supplement the efforts of the State Governments, a Centrally sponsored scheme i.e. ... Integrated Low Cost Sanitation Scheme (ILCS),is being implemented through

Housing and Urban Development Corporation (HUDCO) by the Government of India. Under ILCS, Government of India provides subsidy to State Government/designated State Government executing agencies for construction/conversion of dry latrines into pour flush toilets. Funds released to HUDCO, towards subsidy, year-wise is given below:-

(Rs. in Crores)

S.No.	Year	Amount Released
1.	1994-95	25.80
2.	1995-96	27.70
3.	1996-97	13.80
4.	1997-98	26.80

No State-wise allocation is made under the programme and the amount to be sanctioned depends on the proposals received from the State Governments and performance in implementing already approved schemes.

(b) Till March, 1998, 814 schemes at an estimated project cost of Rs. 1195.13 crores, involving a subsidy of Rs. 413.71 crores had been sanctioned. The State-wise details in respect of schemes sanctioned are given in the enclosed statement.

**Statement**

*State-wise Details in Respect of Schemes Sanctioned Till 31.3.98*

(Rs. in crores)

S. No.	State	No. of Schemes	Project Cost	Subsidy Sanct- ioned	Towns covered
1	2	3	4	5	6
1.	Andhra Pd.	76	111.75	29.65	76
2.	Assam	27	39.08	12.85	27
3.	Bihar	9	26.07	11.07	42
4.	Goa	1	22.43	0.0	1
5.	Haryana	85	47.31	20.34	78
6.	J & K	9	19.35	8.27	30
7.	Karnataka	66	73.15	15.43	66
8.	Kerala	2	6.69	1.59	15
9.	Madhya Pradesh	32	22.56	9.52	112
10.	Maharashtra	38	64.54	17.16	160
11.	Manipur	4	2.75	1.13	10
12.	Meghalaya	3	2.54	0.67	3
13.	Mizoram	1	0.50	0.03	1

1	2	3	4	5	6
14. Orissa		63	12.19	5.10	63
15. Punjab		78	147.35	56.54	75
16. Rajasthan		149	132.56	50.63	130
17. Tamil Nadu		87	79.69	18.44	89
18. Tripura		1	7.78	2.35	12
19. Uttar Pradesh		69	221.15	97.77	69
20. West Bengal		13	154.17	54.82	112
21. Andaman & Nicobar Islands		1	1.51	0.33	1
Total		814	1195.13	413.71	1172

#### Setting up of Coach Factory

\*137. SHRI TATHAGATA SATPATHY : Will the Minister of RAILWAYS be pleased to state:

(a) when were the last recommendations made by the Rail India Technical and Economic Services (RITES) on the setting up of Rail Coach Factory;

(b) the place suggested by the RITES to set up Wheel and Axle Plant and Rail Coach Factory;

(c) the places where Rail Coach Factory and Wheel and Axle Plant have been set up;

(d) whether there is any proposal to set up Rail Coach Factory and Wheel and Axle Plant in Orissa; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) :

(a) The last recommendations by RITES on setting up Rail Coach Factory were made in August, 1985.

(b) (i) There have been no recommendations from RITES regarding setting up Wheel and Axle Plant.

(ii) RITES recommended to set up Rail Coach Factory at Izzatnagar in the State of Uttar Pradesh by converting the existing MG workshop for manufacture of coaches.

(c) The Rail Coach Factory has been set up at Kapurthala (Punjab) in 1988 and the Wheel and Axle Plant at Bangalore (Karnataka) in 1984.

(d) No, Sir.

(e) Does not arise.

[Translation]

#### Missing of Goods

\*138. SHRI JAYSINHJI CHAUHAN : Will the Minister of RAILWAYS be pleased to state:

(a) the quantity of booked goods in Railways found missing during each of the last three years, Statewise Zone-wise;

(b) the reasons therefor and the remedial measures taken by the Government in this regard; and

(c) the amount of claims paid State-wise?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) and (c) The statistics of compensation claims paid on account of loss and theft are not maintained on a State-wise and quantity-wise basis by the Indian Railways. Number of claims paid on account of missing consignments due to loss and theft and the amount paid as compensation Zone-wise for the last three years is as under :

		Amt. in lakhs	
Railway	Period	Number of claims paid on account of Loss/Theft of consignments	Amount paid as compensation
1	2	3	4
Central	1994-95	3960	136.02
	1995-96	5964	144.23
	1996-97	4733	100.56
Eastern	1994-95	2660	145.91
	1995-96	3341	169.79
	1996-97	3914	215.27
Northern	1994-95	7114	476.94
	1995-96	6653	436.38
	1996-97	6695	376.78
N.E.	1994-95	4213	51.62
	1995-96	5419	53.72
	1996-97	4703	53.62
N.F.	1994-95	948	26.63
	1995-96	1454	47.10
	1996-97	1058	47.58
Southern	1994-95	1133	143.18
	1995-96	1148	196.59
	1996-97	909	122.27
S.C.	1994-95	464	21.64
	1995-96	711	64.21
	1996-97	718	45.54
S.E.	1994-95	4016	51.81
	1995-96	4949	80.42
	1996-97	6038	135.76

1	2	3	4
W.R.	1994-95	3000	165.62
	1995-96	3507	126.50
	1996-97	3048	136.66
Total	1994-95	27508	1219.57
	1995-96	33146	1318.94
	1996-97	31816	1234.04

The figures for the year 1997-98 are under compilation.

(b) The reasons for missing booked goods are primarily improper packing, marking, labelling, criminal interference enroute, negligence by staff, over-carriage of goods, etc.

The following remedial measures are taken by the Railways to prevent missing of goods :-

- i) Escorting of trains is done as far as possible, for those trains carrying valuable consignments over vulnerable sections.
- ii) Intensive beat patrolling in yards and other affected areas/sections.
- iii) Joint checking at interchange points to take stock of the condition of loaded wagons and their seals.
- iv) Maintenance of close coordination between RPF, GRP and local police at various levels to apprehend criminals and receivers of stolen property.
- v) Special study of specific streams of traffic to localise the causes and places of thefts and pilferage, and follow up action thereon.
- vi) Proper marking addressing and labelling of packages to prevent them from going astray.
- vii) Selecting commercially fit wagons for loading commodities.
- viii) Introduction of detailed rationalised loading programme on trunk routes.
- ix) Insistence on provision of damage to protect flap doors of wagon load consignments of sugar, grains and pulses and oil seeds etc.
- x) Rivetting and locking of wagons carrying valuable goods, as per extant instructions, so as to prevent wagon breaking.

[English]

### Privatisation of Airports

\*139. SHRI R. SAMBASIVA RAO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether 11 airports were to be developed as international hubs by the Government under the Civil Aviation Policy;

(b) if so, the steps taken to develop all these airports;

(c) whether there is any proposal to develop Delhi, Ahmedabad and Hyderabad airports and privatise them in the first round as models for the future planning ;

(d) if so, the details thereof: and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) While the Policy on Airport Infrastructure has recognised that the existing 5 international airports at Delhi, Mumbai, Calcutta, Chhennai and Thiruvananthapuram can be classified as international hubs in terms of facilities provided, Bangalore, Hyderabad, Ahmedabad, Amritsar and Guwahati can be added to the list as and when facilities are upgraded to the desired level.

(b) Airport Authority of India has upgraded/modernised the airport at Hyderabad at an estimated cost of Rs.100 crores and Ahmedabad airport is being developed at an estimated cost of Rs. 50 crores. Guwahati airport is being developed at an estimated cost of Rs. 40 crores. There is also a proposal to set up a new airport of international standards at Bangalore through private participation.

(c) Preliminary studies have been made on the desirability of allowing private investment for the development of airports. The feasibility of infusion of private (including foreign) investment in this sector as well as taking greater recourse to additional funding sources like external assistance, external commercial borrowing, public issues etc. is being examined for funding the development of these airports.

### Losses suffered by Konkan Railway

\*140. SHRI CHENGARA SURENDRAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Konkan Railway has been incurring huge losses;

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

(c) the steps proposed to be taken to reduce such losses?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Konkan Railway has been opened to through traffic on 26th January, 1998 and it is hardly four months that the Railway is in operation. Already 6 Express and Passenger trains are running. However, to develop traffic to its capacity, some gestation period is involved. It is but natural in the initial first and second year of operation, till the full traffic is developed, that losses will occur. This is accounted for in the cash flows. However, the losses cannot be termed as huge and are of a magnitude which can be controlled.

(b) The main reason for the present loss is the non-materialisation of traffic to the expected levels, and the consequent short fall in earnings. However, since ten months of the current financial year are still there, the results for the full year will depend on the extent to which traffic builds up during the remaining period. It has been estimated that if earnings for the year come up to Rs. 380 crores, it would be possible to break even on ordinary working expenses and interest payments on borrowed funds.

(c) various steps are proposed to be taken to reduce the losses. As soon as the line was opened, action was taken to divert Express passenger trains as follows:-

- |         |  |
|---------|--|
| 26.1.98 | Mumbai-Madgaon Express(extended)       |
| 21.3.98 | Netravati Express                      |
| 1.4.98  | Nizamuddin-Trivandrum Rajdhani Express |
| 1.6.98  | Kurla-Mangalore Express (New train)    |

Further, shortly the following trains will be diverted:-

1. 2617/2618 - Nizamuddin- Mangalore Mangla Express
2. Gujarat Group of trains bound for Kerala:
  - i. 6333/6334 Trivandrum-Rajkot Express (weekly)
  - ii. 6337/6338 Cochin-Rajkot Express(weekly)
  - iii. 6335/6336 Nagarcoil-Gandhidham Express (weekly)

Expeditious action is being taken to effect this diversion as each train diverted adds to the revenue of Konkan Railway to the extent of Rs 6 to Rs. 7 lakhs per day.

Further, a strategy is being worked out to improve the freight traffic by identifying, streams of cement, fertilizer, iron-ore and steel products to move on Konkan Railway.

#### Religious and Tourist Places Connected by Air Service

\*141. SHRI CHINMAYANAND SWAMI : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of religious and tourist places connected by air service in the country during the last three years, State-wise;

(b) whether the Government propose to connect other religious and tourist places by air services; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Indian Airlines and Alliance Air have connected the following new pilgrimage centres and tourist places during the last 3 years:-

Name of the station	State/Union Territory
1. Tirupati	Andhra Pradesh
2. Puttaparthi	Andhra Pradesh
3. Jaisalmer	Rajasthan
4. Agatti	U.T. of Lakshadweep

(b) and (c) Many of the stations, already airlinked, are gateways and destinations for important places of tourist and religious interests. Airlines Operators are , being encouraged to add new stations in their network subject to viability.

#### Anomalies in Salary Structure of Defence Personnel

1267. SHRIMATI JAYANTI PATNAIK : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware of the existing anomalies in the salary structure of the defence personnel; and

(b) if so, the steps taken or proposed to be taken to overcome the same ?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) and (b) Yes, Sir. The Government appointed the Ajit Kumar Committee to examine the anomalies arising from the implementation of revised pay scales and allowances of service personnel consequent to the V Pay Commission award. The Committee has submitted its Report. The recommendations of the Committee are presently under Government's consideration.

[Translation]

#### Old Age Pension Scheme

1268. SHRI MOTILAL VORA: Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether an Old Age Pension Scheme has been implemented in Madhya Pradesh;

(b) if so, the details thereof;

(c) whether the scheme has been financed wholly by the Union Government; and

(d) if so, the time by which the said assistance is likely to be made available in Madhya Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) to (d) The National Old Age Pension Scheme(NOAPS) being one of the three components of the National Social Assistance Programme (NSAP) provides the benefits @ Rs. 75/- per month to the prescribed destitute persons aged 65 years or above. It is Centrally Sponsored Scheme and provides 100 percent Central assistance to the States/UTs.

In Madhya Pradesh NOAPS is in operation since 15th August, 1995. The allocation/release of funds alongwith expenditure and number of beneficiaries as reported by the Government of Madhya Pradesh since inception of the scheme are given in the following statement:

( Rs. in Lakh )

Year	Alloca- tion	Release	Reported by the Govern- ment of Madhya Pradesh	
			Expendi- ture	No. of bene- ficiaries
1995-96	2736.86	2736.86	563.70	207219
1996-97	4584.57	3606.73	3580.39	515201
1997-98	4584.53	4870.56	4596.37*	670256*

\* Provisional

[English]

#### Maithri Housing Scheme

1269.SHRI T. GOVINDAN : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether HUDCO have a proposal to provide loans for the EWS category of 'Maithri Housing Scheme' for construction of one lakh houses in Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) and (b) Yes, Sir. HUDCO has sanctioned loans of Rs. 155.61 crores for implementation of 52 schemes under Maithri Housing Scheme being operated by the State Govt. of Kerala since November, 1996. The Scheme envisages providing 1 lakh houses for Economically Weaker Section (EWS) and Low income Group (LIG) The details of the schemes sanctioned by HUDCO are as follows :-

	EWS	LIG	TOTAL
No of Schemes	27	25	52
Loan Sanctioned (Rs.in crores)	80.80	74.81	155.61
Dwelling units	42525	39375	81900

In addition to the sanctioned schemes, HUDCO has received 31. Schemes from the State Govt. seeking loan assistance of Rs. 92.76 crores for construction of 48,825 dwelling units. These are in the pipelines of HUDCO for sanction during 1998-99.

[Translation]

#### New Housing Policy for Delhi

1270.SHRI DATTA MEGHE : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether the Government have decided to formulate a new Housing Policy for Delhi;

(b) if so, the details thereof; and

(c) the times by which it is likely to be implemented?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) to (c) A new housing policy is under preparation as envisaged in the National Agenda for Governance which will also be applicable to Delhi as and when finalized. The Agenda has fixed a target of 7 Lakh houses in urban areas in the country every year. The modalities of implementation of the National Agenda including State-wise target for construction of dwelling units would be worked out in consultation with the State Govts./UTs.

[English]

#### Small and Medium Town Development Scheme

1271.SHRI GIRIDHAR GAMANG : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) the names of the notified Area Committees and Municipalities in Orissa included for all round development under the Small and Medium Town Development Scheme so far alongwith funds provided;

(b) the new Towns proposed and approved recently for inclusion under the IDSMT scheme; and

(c) the names of the Small and Medium Towns in Scheduled Areas of Orissa included and to be included under the Small and Medium Town Development Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU

DATTATREYA) : (a) to (c) Since 1979-80, the Centrally Sponsored Scheme of Intergrated Development of Small and Medium Towns (IDSMT) has been in operation in all States including Orissa. From inception of the Scheme till date 41 towns in Orissa have been covered under IDSMT and Central assistance amounting to Rs. 1171.70 lakhs released as per townwise details given in the enclosed Statement.

During 1997-98, Government of Orissa had submitted project proposal in respect of 3 priority towns, namely, Pattamundai, Anandpur and Soro. All these 3 proposals were approved by the State level Sanctioning Committee in its meeting held on 19.1.98.

The IDSMT Scheme guidelines provide that small and medium towns having potential for development as regional centres of economic growth and employment are eligible for funding under IDSMT and there is no specific provision in the Scheme guidelines for covering towns in Scheduled Areas.

#### Statement

*List of Towns in Orissa State which have been covered under IDSMT Scheme and Central Assistance Released*

(From 1979-80 till date)

S.No.	Name of Town	Central Assistance Released (Rs. in Lakhs)
1	2	3
1.	Puri	40.00
2.	Sambalpur	37.50
3.	Baleshwar	40.00
4.	Raurkela	40.00
5.	Jaypur	40.00
6.	Dhenkanal	40.00
7.	Keonjhar	54.50
8.	Baripada	46.00
9.	Balangir	46.00
10.	Paradip	36.00
11.	Koraput	40.00
12.	Phulbani	29.75
13.	Bhawanipatna	46.02
14.	Kendrapara	40.00
15.	Angul	25.00

1	2	3
16.	Jajpur Road	25.00
17.	Bargarh	25.00
18.	Rayagada	15.00
19.	Gopalpur	40.00
20.	Bhadrak	20.00
21.	Sundargarh	20.00
22.	Jagatsinghpur	20.00
23.	Jajpur	20.00
24.	Basudebpur	25.00
25.	Athagad	10.00
26.	Jharsuguda	35.00
27.	Digapahandi	12.00
28.	Bhanjanagar	7.00
29.	Titilagarh	24.00
30.	Umerkote	12.00
31.	Choudwar	16.00
32.	Tarbha	24.00
33.	Chhatrapur	15.00
34.	Parlakhemundi	36.00
35.	Kamakshyanagar	9.00
36.	Nabarangapur	15.00
37.	Brahapur	52.00
38.	Konark	16.00
39.	Puri	45.00
40.	Nilgiri	16.00
41.	Athamallik	16.00
Total		1170.77

[Translation]

#### Reservation for Women in the Panchayati Raj System

1272. SHRI RAMDAS ATHAWALE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government are aware that the Panchayati Raj System giving 33 per cent reservation to women is not functioning in various States;

(b) if so, the reasons therefor;

(c) whether the Government propose to study different problems; and

(d) if so, the other steps being taken to ensure constructive participation of women in the Panchayati Raj System?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) to (d) The provision of 33% reservation for women is being adhered to by all the States and Union Territories where elections have been held. The State Governments and Union Territory Administrations have however been advised by the Ministry of Rural Areas & Employment to be vigilant to the possibility of women Sarpanches being removed by passing no confidence motions against them.

#### Sewerage Schemes for Uttar Pradesh

1273. SHRIMATI KAMAL RANI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether various State Governments have submitted some schemes to Union Government for sanction and financial assistance for the improvement in sewerage system of urban/suburban areas;

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

(c) the names of the cities/suburban areas of Uttar Pradesh where these schemes have been introduced; and

(d) the time by which these are likely to be sanctioned and the reasons for delay in disposing of the same?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) Sanitation being a State subject, it is responsibility of the State Governments to plan and execute sanitation programmes. Under the Central plan, there is no Centrally sponsored Scheme to provide financial assistance to the State Governments for improvement of sewerage systems of urban/suburban areas. However, as per available information, Housing and Urban Development Corporation (HUDCO) has sanctioned 43 sewerage schemes in the country, at an estimated project cost of Rs. 502.07 crores, involving loan assistance of Rs. 283.89 crores.

(b) to (d) In view of (a) above, do not arise.

[English]

#### Rail-Cum-Road Bridge Over Kamala River in Bihar

1274. SHRI SURENDRA PRASAD YADAV (Jhanjharpur): Will the Minister of RAILWAYS be pleased to state:

(a) whether the road-cum-railway bridge over Kamla river between Sakari and Jhanjharpur in Bihar is dangerous to road users:

(b) if so, whether it is proposed to either widen this Road-cum-Rail bridge or to make a separate road independent of the railway bridge there:

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes. Sir.

(b) to (d) It was a temporary bridge provided by Railway for their own use during construction of Railway line between Jhanjharpur and Lokha Bazar in 1973 but could not be demolished on completion of Railway work in 1977 at Bihar Govt's request. State Govt. has not yet provided separate road bridge even after several requests. It is entirely State Govt's responsibility. Railway wants to remove the existing decking but neither the public nor the State Govt. is allowing to do so.

#### Operation of Airbus from Cochin Airport

1275. SHRI V.M.SUDHEERAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government constituted a Committee to look into all the aspects regarding operation of airbus from Cochin Airport;

(b) if so, the details thereof ;

(c) whether the Committee has submitted its final report to the Government with any definite conclusion; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (d) A Committee was set up to assess whether Airbus A-320 operations to Cochin airport could be carried out safely. This Committee had representatives from Indian Airlines, Director General of Civil Aviation, Central Training Establishment, Hyderabad and Airports Authority of India. The Committee concluded that in view of the limited runway length, unidirectional operations and weather conditions, Airbus A-320 operation to Cochin could be permitted provided certain conditions were met. The matter has accordingly been taken up with Indian Airlines, Airports Authority of India, Naval Authorities and Government of Kerala.

### Agricultural Marketing

1276. SHRI SANDIPAN THORAT: Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government have initiated fresh steps for strengthening, upgrading and expanding agricultural marketing network in the country;

(b) if so, the details of the present status of agriculture marketing network in the States particularly in Maharashtra and the extent of support required for its upgradation/expansion as per latest review; and

(c) the details of the action taken on the recommendations of the Experts Panel on the Agriculture Marketing?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) Strengthening, upgrading and expanding agricultural marketing network are continuous process. The policies and various programmes for development of agricultural marketing are formulated by the Directorate of Marketing and Inspection, an attached office of the Ministry of Rural Areas and Employment. However, at present, there are 21 State Agricultural Marketing Boards and 7169 wholesale assembling markets in the country and the agricultural marketing network includes Food Corporation of India, Cotton Corporation of India, Jute Corporation of India and the National Cooperative Development Corporation. Besides, separate Boards like Rubber Board, Coffee Board, Tobacco Board, Tea Board, Spices Boards etc. are already functioning to carry out marketing operations of commodities like rubber, coffee, tea, spices, tobacco, coconut, oil seeds, vegetable oil etc.

In the State of Maharashtra there are 840 wholesale markets and the operational activities of those markets are controlled and regulated by the State Agricultural Marketing Board of Maharashtra.

(c) Most of the recommendations of the High Power Committee on Agricultural Marketing under the Chairmanship of Shri Shankarlal Guru set up by the Government in March, 1992 to strengthen, revamp and expand Agriculture Produce Marketing Committees have already been accepted and conveyed to State Governments/Union Territories Administrations for implementation.

### Introduction of Trains

1277. SHRI K.P. NAIDU : Will the Minister of RAILWAYS be pleased to state the details of new trains introduced alongwith their timings thereof with effect from the last week of April, 1998?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : 7 pairs of trains have been introduced on Indian Railways after the last week of April' 1998, namely :-

1. 2619/2620 Kurla-Mangalore Express (Tri-Weekly)
2. 3147/3148 Sealdah-New Coochbehar Uttar Banga Express (Bi-weekly)
3. 245/232 Sholapur-Bijapur Passenger
4. 231/246 Hotgi-Bijapur Passenger
5. 861/862 Mysore-Arsikere Passenger
6. 864/865 Mysore-Arsikere Passenger
7. 863/864 Arsikere-Sakleshwar Passenger.

Schedules of these trains are as under :

1. 2619 Exp.				2620 Exp.	
1515 hrs.	d.	Kurla	a.	1250 hrs.	
0730 hrs.	a.	Mangalore	d.	2100 hrs.	
2. 3147 Exp.					
2115	d.	Sealdah	a.	0645	
1300	a.	New Cooch behar	d.	1515	
3. 246		232 Station		245 231	
-	15.30	d.	Solapur	a.	15.00 -
-	15.50	a.	Hotgi	d.	14.40 -
08.00	15.55	d.		a.	14.35 22.35
11.00	18.50	a.	Bijapur	d.	11.40 19.35
4. 865		863 861 Station		862 864 866	
-	14.50	-	d. Sakleshwar	a.	- 14.30 -
-	17.00	-	a. Arsikere	d.	- 12.20 -
0500	-	1720	d.	a.	1200 - 2200
0900	-	2120	a.	Mysore	0800 - 1800

[Translation]

### Complaints against Railway Employees

1278. SHRI ASHOK ARGAL:  
SHRI JAYSINHJI CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government have received any complaints against the Railway employees with regard to accepting large amount of bribe in connivance with porters and touts for loading Scooter/Motor Cycles in train and while booking the luggage at New Delhi Railway Station; and

(b) if so, the details thereof and the steps taken by the Government in this direction to punish the employees involved in corruption?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

#### Purchase of Material by BALCO

1279.DR. MAHANT CHARAN DAS: Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the Head Quarter of BALCO is located in Delhi;

(b) the value of material purchased by the BALCO, KORBA during the last three years; and

(c) the value of purchases made from the subsidiaries of the BALCO for the above period, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) Yes, Sir.

(b) The value of material purchased by Bharat Aluminium Co. Ltd. (BALCO) during the last three years is given below :-

(In Rs. lakhs)

1995-96	21187
1996-97	24806
1997-98	27763

(c) There is no subsidiary of BALCO. However, the year-wise value of purchases made from ancillary units of BALCO during the last three years are :-

(In Rs. lakhs)

1995-96	373
1996-97	440
1997-98	456

[English]

#### Repair of Govt. Houses

1280.SHRI JANG BAHADUR SINGH PATEL : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether huge amount is being spent by CPWD in carrying out major repairs in the Government Quarters in Delhi;

(b) whether the Government houses in Delhi are not more than 30-40 years old;

(c) if so, the reasons for the necessity to undertake major repair works therein;

(d) whether there is any proposal to inquire into the use of substandard material in the construction of Government Quarters by the Vigilance unit of the Ministry; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA): (a) No, Sir. Amount spent in carrying out repairs to Government houses in Delhi is as per approved yardstick and norms to keep the houses in livable condition.

(b) Large number of Government houses in Delhi are more than 30-40 years old .

(c) No comments in view of reply at (a) & (b) above.

(d) Substandards material is not used in construction of Govt. houses and as such question of inquiry does not arise. Inquiry is ordered in case of specific complaints.

(e) No comments in view of reply at (d) above.

[Translation]

#### Construction of Under/over Bridge

1281.SHRI SUSHIL CHANDRA VARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the railway crossing near the Sehor (Western Railway) railway station has to be closed for a long duration due to the heavy rail traffic :

(b) if so, whether there is any possibility to construct over/under bridge at above place: and

(c) if so, the detail thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) Provision of Road Over Bridge can be considered in lieu of level crossing NO.101.

(C) Road Over Bridge on cost sharing basis can be considered if State Govt. sponsors the proposal to this effect, duly agreeing to bear their share of cost and give an undertaking to close the level crossing.

[English]

#### Production in Steel Plants

1282. SHRI SUNIL KHAN : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the production in Alloy Steel Plant has been deliberately curtailed,

(b) if so, the reasons therefor, and

(c) the steps being taken to run the plant to full capacity with efficiency in all respect i.e. cost, quality and quantity?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) to (c) The Alloy Steel Plant has a rated production capacity of 1,83,000 tonnes. However, it plans to produce 1,45,000 tonnes during 1998-99 on account of the inventory build up of 63,000 tonnes of saleable material and lack of order support due to a sluggish market.

The emphasis is being given to increasing sales through aggressive and customer oriented marketing and reduction in cost by improving in yield and other techno-12 economic parameters.

#### Unauthorised Construction in Group Housing Societies

1283. SHRI AJAY CHAKRABORTY : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether a large number of unauthorised constructions have taken place in Group Housing Societies in Delhi during the last three years;

(b) if so, whether the DDA/MCD/Registrar of Group Housing Societies have received a large number of complaints of unauthorised constructions during the above period;

(c) if so, the details thereof; and

(d) the time by which the unauthorised constructions are likely to be demolished?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) Yes, Sir.

(b) and (c) Yes, Sir. DDA has reported that the unauthorised constructions are mostly of varied nature which include extension of balconies, construction of rooms on terraces, conversion of stilts into rooms erection of boundary wall around the flat on ground floor, modifications in room sizes without permission.

(d) Unauthorised construction is a continuous process. After passing the orders, the work of sealing-cum-demolition is undertaken with the help of Police force from time to time.

#### Allocations for Employment Opportunities

1284. SHRI CHAMAN LAL GUPTA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the allocations made during each of the last three years to generate and enhance employment opportunities for the unskilled and professional urban youth in the country, State-wise;

(b) the achievements thereof; and

(c) the provisions made for the current Five Year Plan period?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) Till 1.12.1997 the Union Government was implementing the Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUPEP) (since 1995) and Nehru Rojgar Yojana (NRY) (since 1989). These two schemes were replaced by a new scheme called Swarna Jayanti Shahari Rojgar Yojana (SJSRY) from 1.12.1997. The allocations made for NRY, PMIUPEP and SJSRY during the last three years is shown in the enclosed Statement-I.

(b) The State-wise details of achievements under NRY and PMIUPEP is at Statement-II. SJSRY is in early stage so it is too early to report any achievements.

(c) As SJSRY has been launched on 1.12.1997, the provisions for the current Five Year Plan period has not been made. However, a sum of Rs. 188 crores has been provided by the Planning Commission for the current year 1998-99.

## Statement-I

## Nehru Rozgar Yojana

Actual Release of Funds during the year 1995-96

(Rupees in lakhs)

S. No.	State/UT	SUME		SUME	SHASU (TRG)	A&OE	ULBs	NGOs	Total
		SUB.	TRG.						
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pd.	197.25	43.60	130.95	19.65	22.40	29.65	20.00	463.50
2.	Arunachal Pd.	11.00	7.70	15.80	5.50	10.75	5.00	1.50	57.20
3.	Assam	23.00	16.10	67.70	11.50	22.40	5.00	1.50	147.20
4.	Bihar	167.10	36.95	167.80	16.65	40.90	25.10	16.95	471.45
5.	Goa	2.00	1.40	5.45	1.00	1.95	5.00	1.50	18.30
6.	Gujarat	79.15	17.50	72.90	7.90	18.50	11.90	8.05	215.90
7.	Haryana	26.15	13.44	41.60	8.00	15.60	5.00	2.20	111.99
8.	Himachal Pd.	12.00	8.40	21.55	6.00	11.70	5.00	1.50	66.15
9.	J & K	14.00	9.80	26.93	7.00	13.65	5.00	1.50	77.88
10.	Karnataka	77.98	17.25	82.63	15.50	19.50	23.40	15.80	252.06
11.	Kerala	53.65	11.85	56.60	5.35	13.65	8.05	5.45	154.60
12.	Madhya Pd.	171.54	37.91	204.70	14.25	43.85	21.50	14.50	508.25
13.	Maharashtra	247.25	55.50	108.63	21.75	33.25	32.80	22.15	521.33
14.	Manipur	9.59	6.72	28.30	4.00	7.80	5.00	1.50	62.91
15.	Meghalaya	5.00	3.50	9.45	2.50	4.85	5.00	1.50	31.80
16.	Mizoram	3.60	2.52	10.56	1.50	2.90	5.00	1.50	27.58
17.	Nagaland	—	—	—	3.50	—	—	—	3.50
18.	Orissa	50.40	11.15	64.75	5.00	12.65	7.55	5.10	156.60
19.	Punjab	19.90	4.40	60.60	2.00	11.70	5.00	2.00	105.60
20.	Rajasthan	88.00	19.45	165.77	8.75	26.30	13.20	8.90	330.37
21.	Sikkim	4.80	3.36	7.90	2.00	3.90	5.00	1.50	28.46
22.	Tamil Nadu	206.95	46.60	222.94	17.75	24.45	26.75	18.05	563.49
23.	Tripura	3.00	2.10	10.41	1.50	2.90	5.00	1.50	26.41
24.	Uttar Pd.	410.93	92.66	451.70	34.65	61.35	52.30	35.30	1138.89
25.	West Bengal	196.90	44.40	120.10	16.70	20.55	25.30	17.05	441.00
26.	A & N Islands	3.35	2.35	2.50	1.70	3.30	2.50	1.00	10.70
27.	Chandigarh	—	—	6.03	0.85	1.65	2.50	1.00	12.03
28.	D & N Haveli	1.65	1.15	0.85	0.85	1.65	2.50	1.00	9.65

1	2	3	4	5	6	7	8	9	10
29.	Daman & Diu	3.35	2.35	8.40	1.70	3.30	2.50	1.00	22.60
30.	Delhi	14.40		NA	NA	4.00	-	-	22.00
31.	Pondicherry	2.00		5.80	2.00	3.90	2.50	1.00	18.60
Total :		2105.89	525.11	2179.30	247.00	465.20	350.00	211.50	6084.00

Note - Shashu (Subsidy) Funds for Released.  
 N.A. - Not Applicable

*Nehru Rozgar Yojana*

*Actual Release of Funds during the year 1996-97*

(Rupees in lakhs)

Sl. No.	Name of State/ UT	SUME		SUWE		A&OE	ULBs	NGOs	Total
		Sub.	Trg.	<20,000	>20,000				
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pd.	197.25	43.00	2.75	128.20	22.40	29.65	20.00	443.15
2.	Arunachal Pd.	-	-	11.00	-	10.70	5.00	1.50	28.20
3.	Assam	23.00	16.10	29.65	38.05	22.40	5.00	1.50	135.70
4.	Bihar	167.10	36.95	34.90	132.90	40.90	25.10	16.95	454.80
5.	Goa	-	-	0.76	2.18	1.95	5.00	1.50	11.39
6.	Gujarat	-	-	10.23	29.04	18.50	11.90	8.05	77.72
7.	Haryana	21.80	11.20	10.40	18.55	15.60	5.00	2.20	84.75
8.	Himachal Pd.	12.00	8.40	14.10	7.45	11.70	5.00	1.50	60.15
9.	J & K	14.00	9.80	14.25	4.50	13.65	5.00	1.50	62.70
10.	Karnataka	-	-	32.65	56.37	19.50	23.40	15.80	147.72
11.	Kerala	53.65	11.85	1.30	55.30	13.65	8.05	5.45	149.25
12.	Madhya Pd.	143.00	31.60	39.70	102.80	43.85	21.50	14.50	396.95
13.	Maharashtra	218.45	48.30	109.00	108.25	39.25	32.80	22.15	568.20
14.	Manipur	8.00	5.60	13.30	6.40	7.80	5.00	1.50	47.60
15.	Meghalaya	5.00	3.50	6.30	3.15	4.85	5.00	1.50	29.30
16.	Mizoram	3.00	2.10	4.35	3.00	2.90	5.00	1.50	21.85
17.	Nagaland	-	-	-	-	-	-	-	-
18.	Orissa	-	-	23.95	40.80	12.65	7.55	5.10	90.05
19.	Punjab	19.90	4.40	20.30	40.30	11.70	5.00	2.00	103.60
20.	Rajasthan	88.00	19.45	47.00	68.40	26.30	13.20	8.90	271.25
21.	Sikkim	4.00	2.80	4.00	1.50	3.90	5.00	1.50	22.70
22.	Tamil Nadu	178.15	39.40	2.20	153.00	20.45	26.75	18.05	438.00
23.	Tripura	3.00	2.10	3.40	3.85	2.90	5.00	1.50	21.75
24.	Uttar Pd.	347.90	76.90	214.70	237.00	61.35	52.30	35.30	1025.45

1	2	3	4	5	6	7	8	9	10
25.	West Bengal	—	—	10.30	109.80	16.55	25.30	17.05	179.00
26.	A & N Islands	3.35	2.35	—	2.50	3.30	2.50	1.00	15.00
27.	Chandigarh	—	—	1.70	2.50	1.65	2.50	1.00	9.35
28.	D & N Haveli	—	—	0.92	—	1.65	2.50	1.00	6.07
29.	Daman & Diu	—	—	3.35	2.50	3.30	2.50	1.00	12.65
30.	Delhi	—	—	—	—	—	—	—	—
31.	Pondicherry	—	—	—	—	—	—	—	—
32.	Chennai (MC)	28.80	7.20	—	—	4.00	—	—	40.0
33.	Mumbai (MC)	28.80	7.20	—	—	4.00	—	—	40.0
Total :		1568.15	390.80	666.46	1358.29	453.30	347.50	210.50	4995.00

Note : Funds for SHASU not released.

*Nehru Rozgar Yojana*

*Release of Central Funds Under NRY for 1997-1998*

(Rs. in lakhs)

S. No.	Name of States/ UT	SUME (subsidy)	SUME (T&I)	SUME <20,000	SUME >20,000	A&OE	ULBs	NGOs	Total
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pd.	50.16	12.02	2.57	107.56	22.14	32.75	20.82	248.02
2.	Arunachal Pd.	11.00	5.35	12.24	—	7.98	5.60	3.36	45.53
3.	Assam	28.54	5.59	11.36	39.82	16.70	5.60	3.36	110.97
4.	Bihar	28.62	6.86	16.36	55.77	40.43	18.69	11.88	178.61
5.	Goa	1.00	0.70	1.32	3.39	1.92	5.00	1.50	14.83
6.	Gujarat	—	—	4.75	22.62	18.29	18.92	12.03	76.61
7.	Haryana	9.87	2.37	9.75	15.55	15.40	5.00	2.05	59.99
8.	Himachal Pd.	3.00	2.10	3.12	1.87	11.55	5.00	1.50	28.14
9.	J & K	7.00	4.90	8.94	2.64	13.48	5.00	1.50	43.46
10.	Karnataka	—	—	28.42	43.90	19.25	26.57	16.90	135.04
11.	Kerala	13.78	3.30	1.20	46.41	13.48	8.99	5.72	92.88
12.	Madhya Pd.	110.81	34.54	37.24	86.28	43.31	36.17	23.00	371.35
13.	Maharashtra	75.34	18.05	5.15	45.42	28.88	49.18	31.28	299.30
14.	Manipur	13.17	3.89	5.10	6.72	5.81	5.60	3.36	43.65
15.	Meghalaya	8.78	2.44	2.40	3.32	3.63	5.60	3.36	29.53
16.	Mizoram	8.78	1.46	3.33	7.10	2.18	5.60	3.36	31.81
17.	Orissa	13.26	3.18	11.23	17.13	12.51	8.66	5.51	71.48
18.	Punjab	9.87	2.37	19.04	33.79	11.55	5.00	2.05	83.67

1	2	3	4	5	6	7	8	9	10
19.	Rajasthan	45.53	10.91	44.14	57.40	25.99	14.86	9.45	208.28
20.	Sikkim	2.00	1.40	2.65	0.75	3.85	5.00	1.50	17.15
21.	Tamil Nadu	54.12	12.96	1.03	64.19	20.21	35.33	22.47	210.31
22.	Tripura	10.98	1.46	2.61	8.03	2.18	5.59	3.36	34.21
23.	Uttar Pd.	145.76	34.92	100.76	99.43	60.64	47.57	30.25	519.33
24.	West Bengal	-	-	4.85	46.07	16.36	19.63	12.48	99.39
25.	A & N Islands	0.83	0.59	-	1.25	3.21	2.50	1.00	9.38
26.	Chandigarh	-	-	0.83	1.25	1.60	2.50	1.00	7.18
27.	D & N Haveli	0.42	0.29	0.42	-	1.60	2.50	-	5.23
28.	Daman & Diu	0.84	0.59	0.83	0.62	3.21	2.50	1.00	9.59
29.	Pondicherry	1.00	0.70	-	-	3.85	2.50	1.00	9.05
30.	Mumbai (MC)	7.20	1.80	NA	NA	40.00	NA	NA	13.00
31.	Chennai (MC)	7.20	1.80	NA	NA	40.00	NA	NA	13.00
		668.86	176.54	387.64	818.28	439.19	393.41	234.05	3119.97

*Funds Released Under PMIUPEP for the years  
1995-96, 1996-97 and 1997-98  
(Closed on 30.11.1997)*

*Prime Minister's Integrated Urban Poverty Eradication  
Programme (PMIUPEP)*

(Rs. in Lakhs)

S. STATE/ Central Share Released  
No. UT 1995-96 1996-97 1997-98  
(upto 30.11.97)

1	2	3	4	5
1.	Andhra Pd.	980.58	866.13	372.695
2.	Arunachal Pd.	68.11	95.8045	-
3.	Assam	265.94	314.7863	-
4.	Bihar	819.37	443.0348	-
5.	Goa	90.00	58.5615	38.730
6.	Gujarat	583.59	315.5450	221.805
7.	Haryana	183.03	103.6784	69.565
8.	Himachal Pd.	87.57	82.6388	58.090
9.	J & K	136.22	128.5492	90.365
10.	Karnataka	634.59	343.1226	241.190
11.	Kerala	263.20	186.24	100.030

1	2	3	4	5
12.	Madhya Pd.	772.87	437.7788	293.755
13.	Maharashtra	948.60	512.9095	360.54
14.	Manipur	48.65	68.4318	-
15.	Meghalaya	38.92	42.6336	-
16.	Mizoram	19.46	27.7938	-
17.	Nagaland	108.65	123.1772	-
18.	Orissa	269.17	145.5448	-
19.	Punjab	306.30	270.55	116.420
20.	Rajasthan	506.27	447.18	192.420
21.	Sikkim	38.92	36.7290	-
22.	Tamil Nadu	1046.37	647.00	397.700
23.	Tripura	19.45	27.37280	-
24.	Uttar Pd.	1584.74	884.3184	621.615
25.	West Bengal	679.43	390.4892	-
26.	A & N Islands	50.00	30.00	14.85
27.	Pondicherry	30.00	30.00	-
Total :		10580.00	7060.00	3189.77

## Swarana Jayanti Shahari Rozgar Yojana

State-wise release of Central Funds under Urban Self Employment Programme (USEP) and Development of Women & Children in Urban Areas (DWCUA) for 1997-98

(Rs. in lakhs)

Sl. No.	State/UTs	U.S.E.P.			DWCUA		Grand Total
		Subsidy	Training	Infrastructure	Subsidy	T&Cs	
1	2	3	4	5	6	7	8
1.	Andhra Pd.	435.47	40.52	4.08	41.41	15.65	537.13
2.	Arunachal Pd.	21.52	7.52	0.76	7.51	2.68	39.99
3.	Assam	251.65	22.52	2.14	21.78	8.28	306.37
4.	Bihar	248.53	29.78	3.00	29.77	10.63	321.71
5.	Goa	8.94	1.42	0.14	1.42	0.52	12.44
6.	Gujarat	251.64	23.41	2.37	23.95	9.05	310.42
7.	Haryana	42.83	11.35	1.15	11.35	4.05	70.73
8.	Himachal Pd.	24.12	8.52	0.85	8.50	3.05	45.04
9.	J & K	28.15	9.93	1.00	9.92	3.54	52.54
10.	Karnataka	353.37	32.88	3.32	33.60	12.71	435.88
11.	Kerala	119.58	11.12	1.12	11.37	4.30	147.49
12.	Madhya Pd.	480.98	44.75	4.51	45.74	17.30	593.28
13.	Maharashtra	654.11	60.87	6.14	62.21	23.52	806.85
14.	Manipur	58.07	5.21	0.50	5.02	1.91	70.71
15.	Meghalaya	38.72	3.46	0.33	3.36	1.28	47.15
16.	Mizoram	38.72	3.46	0.33	3.36	1.28	47.15
17.	Nagaland	29.03	2.60	0.48	4.78	1.71	38.60
18.	Orissa	115.12	10.71	1.08	10.94	4.14	141.99
19.	Punjab	42.83	8.51	0.85	8.50	3.04	63.73
20.	Rajasthan	197.66	18.39	1.85	18.80	7.11	243.81
21.	Sikkim	8.04	2.84	0.28	2.84	1.01	15.01
22.	Tamil Nadu	469.83	43.72	4.41	44.68	16.89	579.53
23.	Tripura	48.39	4.34	0.41	4.19	1.60	58.93
24.	Uttar Pd.	632.68	58.88	5.93	60.17	22.76	780.42
25.	West Bengal	261.02	24.29	2.45	24.83	9.39	321.98
26.	A & N Islands	23.41	3.12	3.15	3.34	1.04	34.06
27.	Chandigarh	37.68	3.11	3.29	3.32	1.02	48.42
28.	Daman & Diu	23.41	3.12	3.15	3.34	1.03	34.05
29.	Delhi	22.53	2.09	2.12	1.88	1.08	29.70
30.	Pondicherry	3.47	0.71	0.72	0.62	0.34	5.86
	Total	4971.50	503.15	61.91	512.50	191.91	6240.97

T&CS - Thrift & Credit Societies; INFRST - Infrastructure; TRG - Training.

**Swarna Jayanti Shahari Rozgar Yojana  
(UWEP Component)**

(Rs. in lakhs)

S. No.	State/UT	Central Funds Released for the year 1997-98 under UWEP
1	2	3
1.	Andhra Pradesh	265.17655
2.	Arunachal Pradesh	-
3.	Assam	171.51315
4.	Bihar	136.13304
5.	Goa	3.00074
6.	Gujarat	189.43795
7.	Haryana	11.54022
8.	Himachal Pradesh	-
9.	J & K	-
10.	Karnataka	232.38034
11.	Kerala	55.50229
12.	Madhya Pradesh	291.39860
13.	Maharashtra	467.37257
14.	Manipur	39.73950
15.	Meghalaya	26.09331
16.	Mizoram	22.48032
17.	Nagaland	3.72732
18.	Orissa	70.92211
19.	Punjab	-
20.	Rajasthan	68.90170
21.	Sikkim	-
22.	Tamil Nadu	339.97198
23.	Tripura	31.04640
24.	Uttar Pradesh	345.50885
25.	West Bengal	174.15306
26.	A & N Islands	33.10
27.	D & N Haveli	7.00
28.	Daman & Diu	16.00
29.	Pondicherry	16.80
<b>Total :</b>		<b>3018.90</b>

**Statement-II**

**Nehru Rozgar Yojana**

**Year-wise Targets & Achievements for the year 1995-96**

S. No.		SUME			
		No. of beneficiaries assisted		Mandays of work generated (in lakhs)	
		T	A	T	A
1	2	3	4	5	6
1.	Andhra Pd.	10950	5701	2.18	1.95
2.	Arunachal Pd.	611	-	0.26	0.53
3.	Assam	1278	-	1.13	1.36
4.	Bihar	9283	14026	2.80	-
5.	Goa	111	10	0.09	0.73
6.	Gujarat	4397	1777	1.22	0.78
7.	Haryana	1453	1725	0.69	0.09
8.	Himachal Pd.	667	1334	0.36	0.53
9.	J & K	778	1489	0.45	1.01
10.	Karnataka	4332	-	1.38	-
11.	Kerala	2981	1282	0.94	0.49
12.	Madhya Pd.	9529	16019	3.42	-
13.	Maharashtra	13736	10649	1.81	20.02
14.	Manipur	532	-	0.47	-
15.	Meghalaya	278	146	0.16	-
16.	Mizoram	200	40	0.17	-
17.	Nagaland	-	-	-	-
18.	Orissa	2800	6223	1.08	3.91
19.	Punjab	1106	2133	1.01	3.08
20.	Rajasthan	4889	9415	2.76	1.93
21.	Sikkim	266	310	0.13	-
22.	Tamil Nadu	11497	9857	3.72	2.19
23.	Tripura	167	22	0.17	0.12
24.	Uttar Pd.	22830	24893	7.53	9.69
25.	West Bengal	10938	17567	2.00	5.95
26.	A & N Islands	112	102	0.03	-
27.	Chandigarh	-	135	0.06	0.10
28.	D & N Haveli	55	37	0.01	-
29.	Daman & Diu	112	213	0.09	0.25
30.	Delhi	800	-	-	-
31.	Pondicherry	111	211	0.10	-
<b>Total :</b>		<b>116807</b>	<b>125308</b>	<b>36.22</b>	<b>54.64</b>
<b>T - Target,</b>	<b>A - Achievement</b>				

## Nehru Rozgar Yojana

(Figures in lakhs)

S. No.	STATE/UTs	No. of Beneficiaries under SUME				Mandays of Work Generated Under SUME			
		1996-97		1997-98 (Upto 30.11.97)		1996-97		1997-98 (Upto 30.11.97)	
		T	A	T	A	T	A	T	A
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	10985	18315	2787	59709	2.18	1.59	1.87	12.43
2.	Arunachal Pradesh	-	813	611	-	0.18	1.47	0.20	-
3.	Assam	1278	-	1586	-	1.13	0.85	0.85	0.57
4.	Bihar	9283	428	1590	-	2.80	-	1.20	-
5.	Goa	-	-	56	1023	0.05	-	0.08	0.71
6.	Gujarat	-	1512	-	1159	0.65	0.38	0.46	0.30
7.	Haryana	1211	1644	548	1338	0.48	-	0.42	-
8.	Himachal Pradesh	667	108	167	-	0.36	-	0.08	-
9.	J & K	778	2386	389	500	0.31	1.80	0.19	-
10.	Karnataka	-	4358	-	-	1.48	0.70	1.21	-
11.	Kerala	2981	-	766	-	0.94	-	0.79	-
12.	Madhya Pradesh	7944	16581	6156	15281	2.38	0.30	2.06	11.04
13.	Maharashtra	13736	13441	4585	5968	3.62	-	1.61	-
14.	Manipur	444	-	732	-	0.33	-	0.20	-
15.	Meghalaya	278	1415	488	-	0.16	0.11	0.10	-
16.	Mizoram	167	-	488	130	0.12	-	0.17	0.30
17.	Nagaland	-	-	-	-	-	-	-	-
18.	Orissa	-	3408	737	-	1.08	1.50	0.47	1.54
19.	Punjab	1106	3931	548	1344	1.01	-	0.87	0.35
20.	Rajasthan	4889	12140	2529	5199	1.92	1.15	1.69	1.20
21.	Sikkim	222	406	111	111	0.09	0.78	0.06	0.50
22.	Tamil Nadu	11497	26618	3406	165	2.59	2.52	1.09	-
23.	Tripura	167	119	610	1676	0.72	-	0.18	0.41
24.	Uttar Pradesh	19328	24833	8097	14426	7.53	7.72	3.35	5.75
25.	West Bengal	-	-	-	2055	2.00	1.99	0.85	0.33
26.	A & N Islands	186	328	46	19	0.04	0.02	0.01	0.03
27.	Chandigarh	-	64	-	-	0.07	-	0.02	0.11
28.	D & N Haveli	-	40	14	23	0.03	0.01	0.01	-

1	2	3	4	5	6	7	8	9	10
29.	Daman & Diu	—	245	28	59	0.10	—	0.01	3.33
30.	Delhi	—	518	—	192	—	—	—	—
31.	Pondicherry	—	616	55	266	—	—	—	0.09
Total		87147	134267	37130	110643	34.35	22.89	20.10	38.99

T – Target

A – Achievement

SUME – Scheme of Urban Micro Enterprises

SUWE – Scheme of Urban Wage Employment

*Physical Achievement Under PMIUPEP (Upto 30.11.1997)*

S. No.	STATE/UT	Townwise Project Reports Prepared (No. of Towns)	Household Survey Conducted (No. of Towns)	No. of Applications Under Self Employment Component		No. of Applications Under Shelter Upgradation Component		No. of Beneficiaries given Training Under Setting up Micro Enterprises
				Forwarded to Banks/FIs	Approved	Forwarded to Banks/ HUDCO	Approved	
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	34	34	9651	1368	3286	152	1121
2.	Arunachal Pradesh	—	—	—	—	—	—	—
3.	Assam	—	—	—	—	—	—	—
4.	Bihar	24	—	—	—	—	—	—
5.	Goa	1	1	275	84	—	—	38
6.	Gujarat	—	27	—	—	—	—	—
7.	Haryana	8	8	—	—	1090	1090	—
8.	Himachal Pradesh	7	7	—	—	—	—	—
9.	J & K	—	—	—	—	—	390	—
10.	Karnataka	17	16	216	—	390	390	—
11.	Kerala	9	9	2951	907	1650	1650	1113
12.	Madhya Pradesh	26	26	9510	4155	1219	297	3610
13.	Maharashtra	28	28	3834	415	625	625	—
14.	Manipur	—	—	—	—	—	—	—
15.	Meghalaya	3	3	—	—	—	—	—
16.	Mizoram	2	2	155	—	146	—	100
17.	Nagaland	—	—	—	—	—	—	—
18.	Orissa	10	10	1169	466	—	—	273
19.	Punjab	5	18	1855	481	899	91	208
20.	Rajasthan	20	20	7228	1304	4100	3343	1172

1	2	3	4	5	6	7	8	9
21.	Sikkim	-	-	-	-	-	-	225
22.	Tamil Nadu	41	41	6437	1144	1769	-	697
23.	Tripura	-	-	253	253	139	139	-
24.	Uttar Pradesh	53	50	5134	1142	8469	8469	444
25.	West Bengal	16	16	466	14	1343	1343	391
26.	A & N Islands	-	-	-	-	-	-	-
27.	Pondicherry	-	1	113	39	145	25	-
Total		304	317	49247	11772	25270	18004	9400

### Risk Allowance to Security Personnel

1285. SHRI SUSHIL KUMAR SHINDE : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have been considering payment of 'risk allowance' to army and other security personnel on anti-insurgency duty in Kashmir and elsewhere;

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

(c) the decision taken in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (c) In the case of Army, the troops deployed in Counter Insurgency operations (CI Ops) are entitled to CI Ops allowance at the following rates:-

Rank	Rate of allowance
Lt. Colonel & above	Rs. 1300/-
Major	Rs. 1200/-
Captain	Rs. 1100/-
Lieutenant	Rs. 1050/-
JCO	Rs. 900/-
Havildar	Rs. 600/-
Sepoy/Naik	Rs. 500/-

provided they are deployed away from the permanent locations for a period exceeding 30 days.

In the case of Central Para Military personnel, no risk allowance is granted to the personnel when they are engaged on anti-insurgency duty.

[Translation]

### Labourers in Shipbreaking Industry

1286. SHRI RAVINDRA KUMAR PANDEY : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Janleva Rogon Se Jujh Rahe Hain Jahaj Todne Wale" appearing in Navbharat Times, New Delhi dated April 16, 1998;

(b) if so, the facts of the matter reported therein; and

(c) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) & (b) The Gujarat Maritime Board (GMB), the nodal agency for developing of shipbreaking yard at Alang, has in response to the above news item intimated that only 15,000 to 20,000 labourers are engaged in shipbreaking activities at Alang/Sosiya shipbreaking yard (s) and they are not struggling with incurable diseases.

(c) Action taken by Government in this regard is as under :

- (i) Diagnostic camps have been organised.
- (ii) A Workshop on fire safety measures has been organised.
- (iii) A Factory Inspector Office for inspecting various shipbreaking plots has been opened.
- (iv) For enforcing safety measures, MOU has been signed with shipbreakers' associations.
- (v) An Expert Committee to codify the regulations for shipbreaking activities has been appointed.

[English]

### Drinking Water Projects

1287. SHRI P.C. THOMAS : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether several drinking water projects are

pending with the Union Government for clearance to be funded by foreign Governments or agencies;

(b) if so, the details of such projects; and

(c) the time by which these projects are likely to be cleared?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) No drinking water projects to be funded by foreign Governments or agencies are pending in this Ministry.

(b) and (c) Does not arise.

[Translation]

**Water Supply and Sanitation Projects**

1288. SHRI SURESH CHANDEL:

SHRI A. VENKATESH NAIK:

SHRI NARESH PUGLIA:

SHRI SUSHIL CHANDRA VERMA:

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the World Bank and Overseas Economic Cooperation Fund have agreed to take up/provide

assistance for water supply and sanitation projects in the country;

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

(c) the names of places where work has been undertaken thereunder;

(d) the progress made and the time by which these are likely to be completed; and

(e) the extent to which the problems of water supply and sanitation are likely to be solved, State-wise?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) The World Bank and the Overseas Economic Cooperation Fund (OECF), Japan are providing assistance for some of the water supply and sanitation projects approved by them.

(b) to (d) A statement of ongoing World Bank and OECF aided water supply and sanitation projects is enclosed at Annexure, as per available information.

(e) The projects on completion are expected to improve the water supply and sanitation facilities in the project areas as indicated under components in the enclosed Statement.

**Statement**

*Ongoing World Bank/Overseas Economic Cooperation Fund Assisted Water Supply and Sanitation Projects in the Country*

S. No.	Name of Project	Cost (Rs. in crores)	Loan assistance (US\$/Yen million)	Agency	Project Area	Components	Expenditure incurred (Rs. Crores)	Expected date of completion
1	2	3	4	5	6	7	8	9
1.	II Chennai WS&S	421.40	\$ 86.5	World Bank	Chennai	Improvement of city water distribution completion of unfinished works of first project; water conservation & technical assistance.	70.09	30.6.2002
2.	Mumbai Sewage Disposal	1131.20	\$ 192.0	World Bank	Mumbai	Safe disposal of sewage into the sea through a tunnel (marine outfall); strengthening of the existing sewerage system & improving the treatment facilities; improvement of sanitation in slums.	287.44	31.12.2002
3.	Functional Improvements to Chennai WS&S System	572.09	Y 17,098	OECF	Chennai	Improve water supply and sewage transmission system Re-use of treated sewage for industrial use to conserve fresh water for domestic use.	7.45	30.6.1999

1	2	3	4	5	6	7	8	9
4.	Bangalore Water Supply & Sewerage	1072.00	Y 28,452	OECF	Bangalore	Augmentation of water supply by additional 270 million litres per day (mld) to Bangalore city; strengthening of the water distribution & sewerage systems; provide adequate sewage treatment facilities, adequate sewage treatment facilities.	11.40	31.12.2001
5.	Kerala Water Supply	1787.48	Y 11,997	OECF	Thiruvananthapuram, Kozikode Pattuvam, Meenad, Cherthala & adjoining villages	Improve water supply facilities in five towns & adjoining village.	20.492	31.12.2003

[English]

#### Availability of Water in Uttar Pradesh and Bihar

1289. SHRI RAJVEER SINGH : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

- the total requirement of water for drinking purposes in Uttar Pradesh and Bihar;
- the quantity of water available in U.P. and Bihar;
- whether the Union Government propose to give additional funds for the development of water supply schemes in the State; and
- if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) The total daily requirement of water for drinking purposes in rural areas of Uttar Pradesh and Bihar is 44602.56 lakh litres and 30008.60 lakh litres respectively as per the norms.

(b) As per the data compiled by the Central Ground Water Board, the total replenish-able ground water resources from normal natural recharge in Uttar Pradesh and Bihar is 6.34330 million hectare meter per year and 2.83086 million hectare meter per year respectively.

(c) and (d) Drinking water supply is the State subject. However, in order to supplement the efforts of the State Governments, Central Government provides funds by way of 100% as grants-in-aid under the Centrally Sponsored Accelerated Rural Water Supply Programme (ARWSP).

#### Employment to Ex-servicemen

1290. COL SONA RAM CHOUDHARY : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government have reserved seats in various departments for re-employment of ex-servicemen.

(b) whether it has been brought to the notice of the Government that the State Government of Rajasthan has not been filling up required quota of ex-servicemen in the recruitment of Security Guards, Chowkidars, Lower Division Clerks, etc.;

(c) if so, the details thereof during the last three years; and

(d) the efforts being made by the Union Government to ensure that vacancies reserved for ex-servicemen are neither carried forward nor filled with other categories where ex-servicemen are available?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) The Central Government has provided following percentage of reservation in Government jobs for re-employment of ex-Servicemen :

(i)	Central Government	Central PSUs/Banks
Group 'C' Posts	10%	14.5%
Group 'D' Posts	20%	24.5%

(ii) Besides, in Para Military Forces, a reservation of 10% is also provided in posts of Assistant Commandants.

(iii) Recruitment in Defence Security Corps is totally earmarked for ex-Servicemen.

(b) and (c) The Government of Rajasthan has provided

12.5% and 15% reservation in Group 'C' and 'D' posts in State Government departments. The State Government has issued instructions to each of its Department to follow the reservation policy for ex-Servicemen.

- (i) With a view to provide re-employment to ex-Servicemen against the posts of Security Guard and Chowkidar, the State Government has issued instructions to all State Boards and Corporations to employ ex-Servicemen only as Chowkidars and Security Guards. As regards, selection of suitable ex-Servicemen against the post of Lower Division Clerk, the State Government has released the vacancies for appointment with a request to Heads of Department to associate a Member of Rajya Sainik Board in the recruitment process.
- (ii) Details of the ex-Servicemen re-employed in the State during the last three years are as follows :

	1995-96	1996-97	1997-98
Group 'C' and 'D' posts	42	298	767
Chowkidars & security Guards	—	—	2817

(d) Central Government has issued instructions to all Ministries/Departments/Offices that no vacancy reserved for ex-Servicemen in a post to be filled otherwise than on the results of an open competitive examination shall be filled by the appointing authority by a general candidate until and unless it has obtained a certificate from the employment exchange, Director General Resettlement and Ministry of Labour (DGET) that no suitable ex-Servicemen is available for the post.

[Translation]

#### Ganga Barrage

1291. SHRI JAGAT VIR SINGH DRONA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

- (a) whether the Union Government is aware that the construction work of Ganga Barrage at Kanpur in Uttar Pradesh has been stopped;
- (b) if so, the reasons therefor; and
- (c) the steps taken/proposed to be taken by the Union Government and State Government for the early completion of Ganga Barrage?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) No such information has been received from the Government of Uttar Pradesh.

(b) Does not arise.

(c) In the budget estimates for the year 1998-99, and allocation of Rs.4.50 crores has been proposed under the Central plan, of this Ministry.

[English]

#### Cauvery Water Supply Project

1292. SHRI C.P.M. GIRIYAPPA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

- (a) whether "Cauvery Water Supply Project Forth Stage" is likely to be completed during the current financial year;
- (b) if so, the details thereof;
- (c) whether Overseas Economic Corporation Fund (OECF) of Japan is providing financial assistance for this project; and
- (d) if so, the details thereof?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) No, Sir.

- (b) Does not arise.
- (c) Yes, Sir.

(d) The Cauvery Water Supply project Stage IV, Phase-I for Bangalore at an estimated cost of Rs.1072 crores is under implementation with loan assistance from OECF, Japan amounting to Japanese Yen 28,452 million. The loan agreement was signed on 25.1.96 and the credit closing date is on 26.3.2004.

[Translation]

#### Survey for Banswara-Dhugarpur Rail Line

1293. SHRI MAHENDRAJEET SINGH MALVIYA : Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any proposal to conduct survey for laying new rail line from Banswara to Dhugarpur; and
- (b) if so, the time by which the above survey is likely to be conducted? \*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) Survey has been taken up and is likely to be completed in about one year's period from now.

### Foreign Collaboration in Defence

1294. SHRI MANIBHAI RAMJIBHAI CHAUDHARI :  
SHRI JANARDAN PRASAD MISRA :

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have approached many countries of the world to promote collaboration in the area of defence during the last one year;

(b) if so, the details thereof; and

(c) the details of the ongoing agreements signed in the field of defence together with the agreements likely to be signed in the near future, country-wise?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (c) Government pursue a policy of establishing cooperation in the defence sector with various friendly countries. In this connection, the Government's view is that the enhancement of our bilateral defence relations with other friendly countries should be conducted in a measured manner, to the extent necessary and consistent with national interest. During the previous financial year (1997-98), interactions have taken place with several countries including Russia, USA, U.K., France, Germany, Japan, Malaysia and Maldives. A Memorandum of Understanding (MoU) on Military Technical cooperation has been signed with the Government of the Kyrgyz Republic at New Delhi on May 16, 1997. Discussions have been held with the Government of the Russian Federation for an agreement to cover Indo-Russian defence cooperation beyond the year 2000.

[English]

### Construction of Railway Line between Kolar and Tirupathi

1295. SHRI K.H. MUNIYAPPA : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to lay a railway line between Kolar and Tirupathi via Bangarpet; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

### Construction of Airports in Uttar Pradesh

1296. SHRI ASHOK PRADHAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of Uttar Pradesh has sent any proposal to construct more airports in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir.

(b) and (c) Question does not arise.

[Translation]

### Linking of District Headquarters with Railway Lines

1297. SHRI PANKAJ CHOUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have formulated any scheme for linking of district headquarters with railway line in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which the above scheme is likely to be commenced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) and (c) Does not arise.

[English]

### Completion of Railway Projects

1298. SHRI BIKRAM KESHARI DEO : Will the Minister of RAILWAYS be pleased to state :

(a) the details of the on-going Railway Projects under East Coast Railway Division and South Eastern Railway Division; and

(b) the steps taken by the Government to allocate adequate funds for completion of these projects on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) A Statement is attached.

## Statement

New Lines	Fund Allocation	Progress of each project/TDC
1	2	3
1. Howrah-Amta (173.5 Kms)	Rs. 31.200	After completing the work from Howrah to Bargachia, the work was frozen. Owing to strong demands from Hon'ble Members, the work was defrozen in 95-96 for the segment from Bargachia to Munshirhat. The work on this 8 km long section is in good progress. However the state government has not yet handed over land for 3 km. Notification under section(4) has been issued and state Govt. has indicated that land will be made available by June'98. The line from Bargachia-Munshirhat will be completed within one year of land being made available.
2. Tamluk-Digha (87.5 kms)	Rs. 38.800	Earthwork and minor bridges are in progress from km. 0 to 20 and major bridge on river Haldi. The work is being regulated as per availability of resources. This line will connect the tourist resort of Digha but has low priority. No target has yet been fixed.
3. Talcher-Sambalpur (174 kms)	Rs. 403.980	Talcher-Angul (18 kms) & Sambalpur-Maneswar (16 kms) sections have since been completed. The work on balance portion is now expected to be completed by end of June'98.
4. Daitari-Banspani (155 kms)	Rs. 195.010	This is an important ongoing project. Earthwork and bridges is in progress from kms 0 to 124. In this stretch about 80 km of the formation is ready in patches. From kms 124 to 155, transfer of forest land has been cleared and is expected to be made available after tree felling is completed (14 km) by Oct'98. The line is targetted for completion by Dec.2003 to match the requirement of steel plants.
5. Lanjigarh Road-Junagarh (100 km)	Rs. 11.470	623 hectares of land out of a total of 1220 hectares has been received from Lanjigarh to Bhavanipatna and earthwork and bridges work in this stretch has been taken up.
6. Khurda Road-Bolangir (289 kms)	Rs. 5.490	The work of final location survey is in progress between Khurda Road and Bolangir and report is expected by 31-12-98. Once the survey is over, land acquisition will be processed and once the land becomes available the work would be taken up.
7. Haridaspur-Paradeep (82 kms)	Rs. 11.950	Final location survey has been completed and an amount of Rs. 5 crs. has been paid to the State Govt. for land acquisition. Work would be started as soon as land becomes available and will be progressed as per availability of resources.
8. Angul-Sukinda Road (90 kms)	Rs. 2.001	Final location survey has been taken up by M/s Modi Projects and is expected to be completed by Aug.'98. Further action will be taken after completion of FLS for acquisition of land.

1	2	3
9. Dallirajahara-Jagdapur (235 kms)	Rs. 6.810	This work is included in the railway budget since 95-96. However, this line is to be taken up on a cost sharing basis with Ministry of Steel & MP Govt., the cost of the first phase work from Dallirajahara to Rowghat being borne entirely by the Ministry of Steel since the line would be used for transporting iron ore to Bhilai. For the rest of the line SAIL is providing finances to the tune of Rs. 75 crs at 7% interest to be adjusted through freight concessions. M.P. Govt. will be providing land free of cost worth Rs. 25 crs. and rest of the money is to be given by the Railway. An MOU has been signed and the work would be started once SAIL deposit their share of the cost and the land is made available. At present FLS is in progress at the cost of SAIL who have deposited Rs. 50 lakhs for the same. FLS is likely to be over by June'98.
10. Bishrampur-Ambikapur (23 kms)	0.001	The work would be taken up after the requisite clearances have been obtained.
<b>GAUGE CONVERSIONS</b>		
1. Naupada-Gunupur (90 kms)	0.001	The work will be taken up after the necessary clearances have been obtained.
2. Ranchi-Lohardaga with extention to Tori (68.6 kms)	10.000	The work is being started on the phase-I i.e.G.C. of Ranchi-Lohardaga section. FLS on Lohardaga to Tori (Phase-II) is in progress. Outlay adequate for earthwork and bridge work on Ranchi-Lohardaga and FLS & land acquisition on Lohardaga-Tori section.
3. Jabalpur-Gondia including Balaghat-Katnagi (285 Kms)	20.020	Final location survey to determine the diversions required to suit BG has been taken up. The work is now being started on those portions where the alignment will not change.
4. Gondia-Chandafort (242 kms)	331.830	The work between Gondia-Babupeth completed. The work on parallel line between babupeth – Ballarshah has also been taken up as material modification and would be completed by Dec.'98.
5. Rupsa-Bangariposi (89.4 kms)	3.880	Earthwork has been taken up from kms. 0 to 75. Work will be regulated as per availability of resources. No target date has yet been fixed.
<b>DOUBLINGS</b>		
1. Urkura-Raipur-Sarona (11.6 kms)	22.780	Urkura-Raipur (6.5 kms) completed. The work is progressing well on the rest of section and linking completed. Both sections with Electrification will be commissioned by June'98.
2. Akaltara-Champa (25.6 kms)	39.390	Akaltara-Naila (16 kms.) completed. Non interlocking will be taken up in June'98 & section will be commissioned by June'98 end. The section Naila-Champa (12 kms) will be completed by June'99.

1	2	3
3. Korba-Sarabgundia (12.5 kms)	24.430	The work is in progress and Sarabgundia-Urga (6.5 kms) will be completed by Sept'98 and the rest of the work by Jan.'99.
4. Bilaspur-Urkura (110 kms)	0.010	Detailed planning & preparation of estimate is in progress. Work will be taken up and progressed as per availability of resources.
5. Champa-Sarabgundia (30 kms)	10.000	Detailed planning and preparation of estimate is in progress. Work will be taken up and will be progressed as per availability of resources.
6. Korba-Gevra Road	0.010	New work included in Budget 1998-99.
7. Raghunathpur-Rahama (28.40 kms)	48.360	Earthwork, major and minor bridges are in progress. The work is targeted for completion in 98-99.
8. Rajatgarh-Nergundi (28 kms)	52.270	The section from Rajatgarh to Salegaon (24 kms) is expected to be completed by Sept.'98. The remaining section of 4 kms has a fly over and would be ready by June'99 subject to land being made available by the state Government.
9. Talcher-Cuttack-Paradeep (2nd Bridges on Mahanadi & Birupa) (192 kms)	17.920	Soil investigation and detailed design on Birupa bridge has been completed and drawings are under preparation. For Mahanadi, tenders for investigation and design have been opened and are under process.
10. Titlagarh-Lanjigarh (47 kms)	13.020	The preparation of plans and estimates and land acquisition plans has been taken up.
11. Rahama-Paradeep (23 kms)	9.060	The preparation of plans and estimates has been taken up. Land acquisition has been processed and work is being taken up.
12. Nergundi-Cuttack-Raghunathpur (35.35 kms)	9.000	The preparation of plans and estimates and land acquisition plans has been taken up.
13. Goelkera-Manoharpur 3rd line (Chakradharpur-Bondamunda section) (34.8 Kms)	10.000	Final location survey and preparation of land acquisition plan and papers has been taken up. Outlay is adequate for the activities planned.
14. Gajapatnagar-Vijayanagar (22 kms)	34.000	Gajapatnagar-Gotlam (16 kms) completed and from Gotlam - Vijayanagar will be completed by 31-7-98. Yard remodelling of Vijayanagar is also in progress.

[Translation]

#### Construction of Overbridge

1299. SHRI RAMANAND SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of over-bridge on National Highway No.7 in Mehar town of Madhya Pradesh was sanctioned during the Eighth Five Year Plan; and

(b) if so, the present position of the said bridge?  
THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

[English]

#### Airport at Kanyakumari

1300. SHRI N. DENNIS : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to open an Airport at Kanyakumari;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir.

(b) Does not arise.

(c) Kanyakumari is located at a distance of 60 km. from Thiruvananthapuram airport and is adequately served by road/rail links. Moreover, no airline has projected its plans to operate flights to Kanyakumari.

#### Air Traffic at Calicut Airport

1301. SHRI E. AHAMED : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the decline/increase in domestic air traffic recorded during 1996-97 and 1997-98 in the various sectors connected with Calicut Airport;

(b) whether any decision has been taken to introduce additional flights on the heavy sectors and to reduce flights on the sectors recording reduced traffic;

(c) if so, the details of flights to and fro Calicut Airport both under private sector and public sector;

(d) whether additional flights had been introduced on Calicut-Mumbai, Calicut-Gulf countries or any other sector connecting Calicut airport in connection with the Haj Pilgrimage this year; and

(e) if so, the details thereof alongwith the total number of Haj Pilgrims carried from this Airport?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) The Domestic air passenger traffic during 1996-97 and 1997-98 was 2,30,853 and 2,17,509 respectively, which shows a decline.

(b) and (c) The details of flights to and fro Calicut are given in the Statement enclosed.

(d) and (e) Yes, Sir. Indian Airlines/Alliance Air and Air India operated additional flights. While Indian Airlines carried 1730 Haj pilgrims from Calicut to Mumbai, Air India Carried 1489 Haj pilgrims of Calicut, from Mumbai onwards.

#### Statement

##### Details of Flights to/Fro Calicut

Sector	Frequency (per week)
<b>A. Indian Airlines</b>	
<b>Domestic</b>	
Calicut/Coimbatore/Chennai	3

Sector	Frequency (per week)
Calicut/Chennai	1
Calicut/Coimbatore/Mumbai	daily
<b>International</b>	
Mumbai/Calicut/Sarjah	daily
Calicut/Doha/Bahrain	daily
Calicut/Ras Al-Khaimah/Sharjah	1
Calicut/Sharjah	2
Calicut/Fujairah/Kuwait	1
Calicut/Goa/Kuwait	2
Calicut/Dubai	4
Calicut/Abu Dhabi	4
Calicut/Muscat	4
<b>B. Jet Airways</b>	
<b>Domestic Only:</b>	
Calicut/Mumbai	13

(With Air India as joint flights)

#### Constitution of N.S.C.

1302. SHRI MUKUL WASNIK:

SHRI CHAMAN LAL GUPTA:

SHRI SANDIPEM THORAT:

SHRI PRITHVIRAJ D. CHAVAN:

SHRI R. SAMBASIVA RAO:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have since received the recommendations of the Task Force on the constitution, role and functions of the National Security Council;

(b) if so, the details thereof; and

(c) the time by which a final decision on those recommendations is likely to be taken?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) No, Sir.

(b) and (c) Does not arise.

#### Setting up on New Zones and Divisions

1303. SHRI KHARABELA SWAIN:

SHRI N.K. PREMCHANDRAN:

SHRI NRIPEN GOSWAMI:

SHRI VIJAY GOEL:

SHRIMATI SURYAKANTA PATIL:

SHRI PUNNULAL MOHALE:

SHRI CHANDRASHEKHAR SAHU:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of representations received by the Union Government from the State Governments and Members of Parliament regarding setting up of new Zonal/Divisional Headquarters during the last three years, State-wise;

(b) whether the Union Government have taken any decision to set up new Zones and Divisions;

(c) if so, the details thereof alongwith the location of their Headquarters and expenditure borne by the Union Government thereby,

(d) whether the territorial jurisdictions of new Zones and Divisions have been finalised;

(e) if so, the details thereof; and

(f) if not, the time by which the jurisdictions of new Zones and Divisions are likely to be finalised and started functioning?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) The number of representations received by the Union Government from the State Governments and Members of Parliament regarding setting up of new Zonal/Divisional Headquarters during the last three years, State-wise is as under:-

Name of the State	No. of representations received for	
	Zonal Headquarters	Divisional Headquarters
Andhra Pradesh	2	11
Assam	-	19
Bihar	19	6
Gujarat	3	9
Karnataka	20	1
Kerala	6	2
Maharashtra	1	9
Madhya Pradesh	34	2
Orissa	4	3
Rajasthan	8	-
Tamil Nadu	-	6
Uttar Pradesh	3	2

(b) and (c) Yes, Sir. The Government has decided to set up six new Zones with Headquarters at Bhubaneswar, Allahabad, Hajipur, Jaipur, Bangalore & Jabalpur and eight new Divisions at Agra, Pune, Ranchi, Raipur, Rangiya,

Guntur, Singrauli and Ahmedabad. The Expenditure incurred by the Government upto 1997-98 is as under:-

Name of Zone/Division	Expenditure incurred upto 1997-98 (in Rs. Lakhs)
East Central Zone/Hajipur	747.21
South Western Zone/Bangalore	547.48
East Coast Zone/Bhubaneswar	440.24
West Central Zone/Jabalpur	196.01
North Central Zone/Allahabad	468.85
North Western Zone/Jaipur	212.33
Agra Division	NIL
Pune Division	48.37
Singrauli Division	NIL
Rangiya Division	12.25
Guntur Division	NIL
Raipur Division	NIL
Ranchi Division	7.29
Ahmedabad Division	25.26

(d) to (f) The territorial jurisdictions of only East Central Railway/Hajipur and North Western Railway/Jaipur have been finalised, which are as under:-

East Central Railway - Danapur Division of present Eastern Railway, Sonpur & Samastipur Divisions of the present North Eastern Railway and Katihar Division of the present Northeast Frontier Railway.

North Western Railway - Existing Jaipur Division and re-organised Ajmer Division of present Western Railway and the existing Jodhpur Division and re-organised Bikaner Division of the present Northern Railway.

The jurisdictions of rest of the New Zones and Divisions have not yet been finalised. However, some specific part-activities of one/two Divisions have been taken over by these new Zones. The New Zones have been planned to be set up in a phased manner over a period of 60 months.

#### Jhuggi Dwellers on Railway Land

1304. SHRI DINSHAW PATEL : Will the Minister of RAILWAYS be pleased to state:

(a) whether the vacant land lying near both the sides of railway lines in major cities is either encroached by jhuggi dwellers or is being used for laterine purpose thus polluting the atmosphere around it and making it health hazard; and

(b) if so, the remedial steps proposed to be taken in regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) Removal of encroachments on railway land is a continuous process. Action against the unauthorised occupants of railway land is taken under the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971.

#### Development of Trivandrum Airport

1305. SHRI N.K. PREMCHANDRAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government have taken a decision to keep in abeyance the developmental activities at Trivandrum International Airport; and

(b) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) No, Sir. The expansion scheme for Trivandrum International Airport envisages interior modification of existing terminal building and extension of apron at a cost of Rs. 8.97 crores and construction of a new terminal complex at an estimated cost of Rs. 200 crores.

#### Gauge Conversion

1306. SHRI SITA RAM YADAV :  
DR. SHAKEEL AHMAD :

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Darbhanga-Jaynagar and Darbhanga-Narkatia via Sitamarhi rail lines into broad gauge;

(b) if so, the present status of the proposal; and

(c) the time by which the construction work of above lines are likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) and (c) The work is already included in the budget and is to be taken up after obtaining the requisite clearances. Action for obtaining the same has been initiated. Date of completion can only be fixed once the work receives the requisite clearances and has been started.

#### Construction of Railway Overbridges

1307. SHRI K.C. KONDAIAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have sanctioned the construction of two railway bridges across irrigation canals along the Bangalore-Mysore broad gauge railway line:

(b) if so, the progress made and the amount spent so far in construction of these railway bridges; and

(c) the time by which railway bridges are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir. as 'deposit' work of Irrigation Deptt., Govt. of Karnataka.

(b) Work of bridge at Km. 110/3-4 started in March, 1997 but remained stopped due to public agitation demanding level crossing nearby and thereafter due to contractual problem. Now work has been restarted in May, 1998 by another Agency and an amount of Rs. 10,81,711/- has been spent so far. Work of bridge at Km. 40/2-3 will be taken up on completion of Bridge at Km. 110/3-4. However, tender work is under process. No amount has been spent over this work till now.

(c) Bridge at Km. 110-3/4, by April, 1999 & at Km. 40/2-3 by December, 1999.

#### Construction of Over-Bridge at Railway Crossing

1308. SHRI SATNAM SINGH KAINTH : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Railway crossing at Phagwara-Nokodhar Road remains closed for most of the hours daily;

(b) if so, whether there are pressing demands to construct overbridge on this Railway crossing (near JCT Mills, Phagwara) to enable the public to move freely;

(c) if so, the steps taken by the Government in this regard; and

(d) the time by which the said bridge is likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir.

(c) Provision of a Road Over Bridge can be considered on cost sharing basis provided the State Govt. sponsors a firm proposal duly agreeing to bear their share of cost and agree to close the level crossing for which State Govt. had been requested several times.

(d) Not known in view of above.

#### **Development of APMCs**

1309. SHRI RATILAL KALIDAS VERMA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government of Gujarat has sent any proposal for revival of Centrally sponsored scheme for the Development of Agriculture Produce Marketing Committees in the State;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) No, Sir.

(b) and (c) Question does not arise.

#### **Gauge Conversion of Dharangdhara Kuda Line**

1310. SHRI SHANTILAL PURSHOTTAMDAS PATEL : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have examined the feasibility of gauge conversion of Dharangdhara Kuda Line; and

(b) if so, the time by which the above work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) The work is to be executed on cost sharing basis with the Govt. of Gujarat and Ministry of Industry and will be started as soon as the Co-sharers come forth with their share of funds. The Railways have provided their full share of funds in Budget 1998-99.

#### **Poverty Alleviation Programmes**

1311. SHRI NRIPEN GOSWAMI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether any steering group has been constituted to look into the poverty alleviation and area development programmes in the rural areas;

(b) if so, the details thereof;

(c) whether the linkage of Integrated Rural Development Programme (IRDP) with Training of Rural Youths for Self Employment (TRYSEM) and Development of Women and Children in Rural Areas (DWCRA) is found not to be satisfactory; and

(d) if so, the reasons therefor and the corrective measures contemplated in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) A Steering Group on Poverty Alleviation and Area Development in Rural India was set up by Planning Commission for the Ninth Five Year Plan to suggest various measures to strengthen, improve and streamline the poverty alleviation programmes so that benefits of the programmes reach the rural poor.

(c) and (d) Pursuant to Hashim Committee's recommendations, this Ministry is considering restructuring of all self-employment programmes with a view to improve the linkages between organisation of Groups, training and Credit as well as issues such technology, marketing and infrastructure.

*[Translation]*

#### **Allocations for Armed Forces**

1312. SHRI AJIT JOGI : Will the Minister of DEFENCE be pleased to state:

(a) whether the IAF has urged that more funds be allocated for them in view of the huge funds earmarked for defence by Pakistan; and

(b) if so, the details thereof and the reaction of the Government in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) No, Sir. However, the IAF has urged that more funds should be allocated to it for meeting its various requirements.

(b) It is not considered desirable to give details in this regard in the interest of national security.

*[English]*

#### **Water Supply and Sewerage Projects for Maharashtra**

1313. SHRI MADHAV RAO PATIL : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether the State Government of Maharashtra has sent any water supply and sewerage projects to the Union Government for clearance during the last three years;

- (b) if so, the status thereof;  
 (c) whether the projects have been included in the Ninth Five Year Plan; and  
 (d) if so, the details thereof?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) Yes, Sir.

- (b) The details of the schemes received for technical

clearance for seeking loan assistance from the Life Insurance Corporation (LIC)/under the State plan, and for Central assistance under the Accelerated Urban Water Supply Programme (AUWSP) along with their status are given in the enclosed Statement-I and II.

(c) The Ninth Five Year Plan has not yet been finalised by the Planning Commission.

- (d) Does not arise.

#### Statement-I

*Status of Urban Water Supply and Sanitation Schemes Received in the Ministry for Technical Approval for Implementation with Financial Assistance Under State Plan Etc.*

#### State Maharashtra

As on 26.05.98 (Rs. in lakhs)

S.No.	Scheme	Estt. Cost	Date of Receipt	Status
1	2	3	4	5
1.	Augmentation to Omerga Water Supply Scheme to Omerga, Distt. Osmanabad.	2081.982	23.7.97	Scheme technically examined. Comments made on 22.9.97 to MWSS* with the request to modify & re-submit the scheme by 20.10.97. Reply received on 14.5.98 for further technical scrutiny.
2.	Augmentation to Risod Water Supply Scheme Tg. Risod Distt. Akola.	2067	27.8.97	Scheme technically examined and comments sent on 17.11.97 to MJP**. Reminders issued on 12.1.98 & 1.4.98. Reply awaited from State Government.
3.	Augmentation to Warud Water Supply Scheme, Distt. Amravati.	1516.19	27.8.97	Comments sent on 6.1.98, reply recd. on 13.4.98, on technical examination was found to be incomplete.
4.	Augmentation to Anjangaon Surj Water Supply Scheme, Distt. Amravati.	1841.25	22.12.97	Scheme technically examined, comments sent on 21.4.98, Reply awaited from State Govt.
5.	Water supply scheme for improvement to distribution system for Chandrapur city, Distt. Chandrapur.	3846.00	9.2.98	Comments sent on 3.4.98, reply awaited from State Government.
6.	Augmentation to Nanded distribution system & 6 villages around Nanded Town, Tg. Nanded, Distt. Nanded.	5870.72	16.4.98	Technical examination.
7.	Augmentation to Majaigaon & Peripher Villages water supply scheme, Tg. Majaigaon.	1722.15	16.4.98	Technical examination.
8.	Augmentation to General Water Supply Scheme stage-II, Tg. Georal, Distt. Bee.	1923.00	16.4.98	Proposal incomplete. State Govt. requested to furnish the Engineering drawings on 20.4.98. Reply received on 14.5.98 found inadequate.
9.	Augmentation to Jintoor water supply scheme Tg. Jintoor, Distt. Parbhani	1530.37	16.4.98	Proposal incomplete. State Govt. requested to furnish the Engineering drawings on 20.4.98. Reply received on 14.5.98. For further technical scrutiny.
10.	Augmentation to Ambajogai Water Supply Scheme, Majra Dam.	1722.50	16.4.98	-do-

1	2	3	4	5
11.	Augmentation to Sinnar Water Supply Scheme. Distt. Nashik	1486.00	14.5.98	Schemes from S.No. 11-22 received for technical examination.
12.	Augmentation to Dharangaon Water Supply Scheme Tg. Erandol, Distt Maharashtra.	1406.00	14.5.98	
13.	Augmentation to Beed Water Supply Scheme in Beed District.	9553.00	14.5.98	
14.	Remodelling Water Supply distribution system for Udgir town in Latur District.	1879.87	14.5.98	
15.	Modified aug. to Silod W/S Scheme Aurangabad Distt.	1248.65	14.5.98	
16.	Augmentation to Sailu Water supply Scheme in Parabharni District.	1520.69	14.5.98	
17.	Augmentation to Kannad Water Supply Scheme in Aurangabad Distt.	1097.36	14.5.98	
18.	Augmentation to Parli Water Supply Scheme in Beed District.	2697.73	14.5.98	
19.	Augmentation Water Supply Scheme to Aurangabad.	6730.00	14.5.98	
20.	Jalna Water Supply, Scheme stage-II Jalna Distt.	5771.96	14.5.98	
21.	Waghala Water Supply Scheme in Nanded Distt.	1412.00	14.5.98	
22.	Shrigonda Water Supply Scheme in Distt. Ahmednagar.	2132.00	26.5.98	

\*MWSS – Maharashtra Water Supply Scheme.

\*\*MJP – Maharashtra Jeevan Pradhikaran.

#### Statement-II

State : Maharashtra Status 28.5.98

#### Water Supply Projects sanctioned under AUWSP

S. No.	Name of Town	Project cost (Rs. in lakhs)
1	2	3
1.	Patur	51.03
2.	Deulgaon Raja	160.22
3.	Lanor	98.18
4.	Main Dargi	42.21
5.	Telhara	18.37
6.	Kundalwadi	145.10

1	2	3
7.	Sedurjanaghat	117.78
8.	Saswad	213.55
9.	Indapur	324.47
10.	Dudhani	200.19
Total		1317.10

#### Status of other Water Supply Schemes under AUSWP

S. No.	Name of Town	Project Cost	Remarks (Rs. in lakhs)
1	2	3	4
1.	Rahatapimplas	490.00	Examined. Discussed with Maharashtra Govt. official in Sept., 97, to modify the

1	2	3	4
			scheme urgently. Reply awaited from State Govt.
2.	Sindhi	366.57	Schemes at S.No. 2-19 have not been cleared due to lack of budgetary resources.
3.	Mul	462.81	
4.	Kalam	808.85	
5.	Wadgaon	284.96	
6.	Kamleshwar	177.53	
7.	Savada	470.79	
8.	Dhagur	263.50	
9.	Sonpeth	169.57	
10.	Parandha	286.28	
11.	Biloli	272.65	
12.	Hadgaon	332.77	
13.	Bhoom	357.49	
14.	Naldurga	208.84	
15.	Saoner	467.88	
16.	Mukhed	714.18	
17.	Deoli	190.42	
18.	Khapa	65.85	
19.	Kandhar	629.41	
	Total	7020.35	

### Use of IAF Aircraft by Ministers

1314. SHRI R.L.P. VERMA : Will the Minister of DEFENCE be pleased to state:

(a) whether he is authorised to use IAF aircraft for official and non-official purpose;

(b) the duration for which his predecessor used Air Force aircraft with date-wise details of destination during last two years:

(c) whether payment of non-official journeys has since been made by the then Defence Minister; and

(d) if not, the efforts being made to recover the dues?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) The Defence Minister is authorised to use IAF aircraft for the discharge of his duties/functions.

(b) Details of utilisation of the IAF aircraft by the former Defence Minister are given in the enclosed statement.

(c) and (d) Defence Minister is entitled for free official use of the IAF aircraft. All the journeys mentioned in the enclosed statement have been stated as official.

### Statement

*Details of Utilisation of the IAF Aircraft by the Former Defence Minister during the last two years*

Sl.No.	Date	Sector	Type of a/c	Total Flying Hrs.
1	2	3	4	5
1.	5.6.96	Delhi-Lucknow	B-737	1:00
	6.6.96	Lucknow-Mainpuri Lucknow	MI-8	8:30
	7.6.96	Lucknow-Etawah-Lucknow	B-737	1:00
	8.6.96	Lucknow-Delhi		
2.	19.6.96	Delhi-Lucknow	HS-748	9:15
	20.6.96	Lucknow-Bareilly-Lucknow	"	
3.	24.6.96	Delhi-Srinagar	HS-748	3:30
	25.6.96	Srinagar-Jammu-Delhi	HS-748	5:35
4.	28.6.96	Delhi-Lucknow	"	3:20
	1.7.96	Lucknow-Delhi	"	3:10
5.	2.7.96	Delhi-Lucknow	"	3:20
	5.7.96	Delhi-Takha-Aligarh-Lucknow	MI-8	10:00
	7.7.96	Lucknow-Delhi	HS-748	3:20
	12.7.96	Gwalior -Jhansi-Kanpur	MI-8	7:55

1	2	3	4	5
6.	12.7.96	Kanpur-Lucknow	HS-748	0:30
7.	13.7.96	Lucknow-Sitapur-Lucknow	MI-8	7:00
8.	13.7.96	Lucknow-Allahabad-Delhi	HS-748	5:35
9.	18.7.96	Delhi-Lucknow	"	3:20
	19.7.96	Lucknow-Varanasi-Azamgarh-Varanasi	"	11:00
	20.7.96	Lucknow-Gorakhpur	"	3:15
	" "	Gorakhpur-Faizabad-Lucknow	MI-8	2:55
	21.7.96	Lucknow-Bareilly	HS-748	4:00
	" "	Bareilly-Muradabad-Delhi	MI-8	9:30
				107:00
10.	25.7.96	Delhi-Lucknow	HS-748	3:05
	26.7.69	Lucknow-Fatehgarh-Lucknow	MI-8	1:40
	29.7.96	Lucknow-Delhi	HS-748	3:00
11.	30.7.96	Delhi-Rampur-Delhi	MI-8	2:30
12.	02.8.69	Delhi-Agra	HS-748	1:55
	"	Agra-Etawah	MI-8	4:30
	3.8.96	Etawah-Lucknow	MI-8	4:30
	5.8.96	Lucknow-Delhi	HS-748	3:05
13.	7.8.96	Delhi-Etawah-Lucknow	MI-8	6:25
	10.8.96	Lucknow-Azamgarh-Gorakhpur-Lucknow	MI-8	7:00
	11.8.96	Lucknow-Budhuria-Auraya-Kanpur Kanpur-Delhi	MI-8 HS-748	6:55 3:15
14.	19.8.96	Delhi-Allahabad-Agra-Mainpuri- Agra-Delhi	HS-748	5:40
15.	17.8.96	Delhi-Lucknow	"	3:05
	18.8.96	Lucknow-Kanpur-Lucknow	"	4:15
	20.8.97	Lucknow-Biswan-Lucknow	Chetak	5:15
16.	22.8.96	Lucknow-Delhi	HS-748	3:10
	24.8.96	Delhi-Lucknow	"	3:25
	25.8.96	Lucknow-Mainpuri-Lucknow	MI-8	8:15
	28.8.96	Etawah-Lucknow	"	7:10
	29.8.96	Lucknow-Delhi	HS-748	3:05
17.	19.10.96	Delhi-Sahaswan-Nadha-Nadiyal-	MI-8	8:10
	"	Saphmadi-Sadhamadi-Bareilly-Lucknow	HS-748	4:40
	20.10.96	Ajmal-Kanpur-Etawa-Agra	Chetak	5:10
	"	Agra-Delhi	HS-748	4:40
18.	24.10.96	Delhi-Lucknow	"	3:10
	27.10.96	Lucknow	"	3:05
				115.35

1	2	3	4	5
19.	31.10.96 1.11.96 2.11.96	Delhi-Teraghat-Bhawanipur Kadrabad-Bhawanipur-Etawah Lucknow-Delhi	MI-8  HS-748	11.55  3:05
20.	4.11.96 "	Delhi-Jummu-Delhi Jammu-Vaishnudevi-Jammu	" Chetak	4:20 7:05
21.	5.11.96 6.11.96	Delhi-Lucknow Lucknow-Delhi	HS-748 "	3:05 3:10
22.	9.11.96 12.11.96 "	Delhi-Agra Agra-Kaikana-Lucknow Lucknow-Naglamathia-Delhi	" MI-17 "	2:10 6:20 6:00
23.	15.11.96 16.11.96	Delhi-Lucknow Lucknow-Delhi	HS-748 "	3:05 3:15
24.	17.11.96	Bombay-Rajbhawan	Chetak	3:15
25.	18.11.96	Delhi-Lucknow	HS-748	3.05
26.	22.11.96 23.11.96	Hindon-Lucknow-Baranki-Lucknow Lucknow-Delhi	MI-8 HS-748	14:45 6:20
27.	24.11.96 25.11.96	Delhi-Jamnagar Jamnagar-Dwaraka-Jamnagar	" MI-8	6.20
28.	26.11.96 27.11.96	Jamnagar-Lucknow Lucknow -Karhal-Delhi	HS-748 MI-8	2:00 9:35
29.	28.11.96 "	Delhi-Agra-Delhi Delhi-Lucknow	HS-748 MI-8	3:00 3:05
30.	30.11.96	NDA-Pune-Delhi	MI-8	6:45
31.	1.12.96	Delhi-Agra-Lucknow-Delhi	HS-748	7.00
32.	7.12.96 8.12.96 9.12.96	Jaisalmer-Jabalpur-Lucknow Lucknow-Varanasi-MAU-Varanasi-Lucknow Lucknow-Delhi	" " "	5:00 19:05
33.	13.12.96	Lucknow-Varanasi-Mirzapur-Varanasi	HS-748	6.50
34.	16.12.96	Delhi-Lucknow	B-737	1:55
				151:30
35.	19.12.96	Palam-Bulandshar-Dadri-Palam	MI-17	6:25
36.	20.12.96 22.12.96	Delhi-Bombay Bombay-Delhi	B-737 "	4:00
37.	23.12.96	Delhi-Allahabad-Delhi	"	4:05
38.	24.12.96 25.12.96	Delhi-Agra-Etawah Etawah-Lucknow	HS-748 MI-17	2:15 2:00
39.	26.12.96	Lucknow-Mohkampur-Delhi	"	8:10

1	2	3	4	5
40.	27.12.96 28.12.96	Delhi-Lucknow Lucknow-Delhi	HS-748	6:20
41.	29.12.96 30.12.96 31.12.96	Delhi-Lucknow Lucknow-Jagir-Lucknow Delhi-Lucknow	HS-748 MI-8 HS-748	3:05 9:40 3:05
				49:05
42.	4.1.97 "	Delhi-Agra-Delhi Agra-Mainpuri	HS-748 MI-8	2:00 1:20
43.	5.1.97 6.1.97	Safdarjang-Pilkua-Safdarjang Delhi-Bareilly-Delhi	MI-17 BS-748	3:05 3:00
44.	8.1.97 10.1.97	Delhi-Calcutta Calcutta -Bangalor-Delhi	B-737	
45.	8.1.97 8.1.97 9.1.97 9.1.97	Lucknow-Allahabad Allahabad-Bagdogra Purnea-Lucknow-Delhi Bagdogra-Araria-Purnia	BS-748 B-737 " MI-17	4:05 5:10  10:05
46.	11.1.97	Delhi-Jaipur-Delhi	HS-748	4:20
47.	14.1.97 15.1.97 16.1.97 "	Lucknow-Delhi Delhi-Lucknow-Varanasi Varanasi-Saidpur-Varanasi Police Line-Varanasi Varanasi-Delhi	HS-748 " MI-8 BS-737	3:05 5:00 3:50 1:20
48.	17.1.97 " 18.1.97	Delhi-Lucknow Lucknow-Rai Bareilly-Lucknow Lucknow-Delhi	HS-748 MI-17 HS-748	5:50 3:10 3:15
49.	19.1.97 20.1.97	Palam-Etawah-Jhansi Golf-HP-Babina-Babina range- Paricha-Etawah	MI-17	17.55
				76:30
50.	23.1.97	Etawah-Delhi	MI-17	3:30
51.	28.1.97 29.1.97	Delhi-Lucknow Lucknow-Delhi	HS-748	3:10
52.	29.1.97	Lucknow-Faizabad-Lucknow	MI-17	6:30
53.	9.2.97 10.2.97	Delhi-Lucknow Lucknow-Delhi	HS-748	6:20
54.	12.2.97 13.2.97	Palam -Lekhrajpur-Lucknow Varanasi-Banari-Balia-Varanasi	MI-8	17:05

1	2	3	4	5
55.	13.2.97	Lucknow -Varanasi-Lucknow	HS-748	3:30
	14.2.97	Lucknow -Farukhabad-Delhi	MI-8	4:35
56.	16.2.97	Delhi--Lucknow-Chakeri-Lucknow	Dorniner	2:25
	17.2.97	Lucknow-Ganga Jamuna-Delhi	MI-8	9:40
57.	19.2.97	Delhi-Safai	MI-8	6:50
	20.2.98	Safai-Delhi		
58.	21.2.97	Delhi-Lucknow-Varanasi-Bagdogra	HS-748	12:50
	23.2.97	Patna-Madhuban-Bslia-Gorakhpur	MI-17	17:05
	23.2.97	Gorakhpur-Delhi	HS-748	2:30
59.	24.2.97	Delhi-Lucknow	"	3:05
60.	25.2.97	Delhi-Muzafarnagar-Delhi	MI-8	2:40
61.	25.2.97	Delhi-Lucknow	HS-748	3:05
	27.2.97	Lucknow-Safai-Delhi	MI-8	6:00
62.	28.2.97	Delhi-Goa	B-737	6:00
	1.3.97	Goa-Lucknow-Delhi		
				116:50
63.	3.3.97	Delhi-Bhopal	HS-748	4:05
	4.3.96	Bhopal-Delhi		
64.	6.3.97	Delhi-Gwalior	"	3:00
	6.3.97	Gwalior-Jhansi Engg Collage-Lucknow	MI-8	8:55
	7.3.97	Lucknow-Safai-Lucknow		
65.	8.3.97	Lucknow-Kanpur-Bombay	B-737	5:20
	9.3.97	Bombay-Delhi	"	4:00
66.	10.3.97	Delhi-Lucknow	HS-748	2:50
	11.3.97	Lucknow-Delhi		
67.	16.3.97	Safdarjung-Haridwar-Guniya-Safdarjung	MI-17	10:50
68.	17.3.97	Delhi-Lucknow	HS-748	3:10
69.	18.3.97	Lucknow-Delhi	"	3:15
70.	20.3.97	Delhi-Lucknow	Dornier	4:40
	21.3.97	Allahabad-Lucknow-Delhi		
	21.3.97	Allahabad-Handia-Allahabad	Chetak	5:55
71.	23.3.97	Lucknow-Unnao-Safai		
	24.3.97	Safai-Lucknow	MI-8	4:55
	25.3.97	Lucknow-Delhi-Lucknow	HS-748	6:15
72.	26.3.97	Lucknow-Kanpur-Lucknow	MI-8	3:15
	27.3.97	Lucknow-Varanasi-Delhi	HS-748	6:15
	27.3.97	Varanasi-Koraput-Azamgarh-Varanasi	MI-8	2:35
				79:15

1	2	3	4	5
73.	01.04.97 02.04.97	Lucknow-Delhi Lucknow-Gwalior Gwalior-Jhansi-Gwalior	HS-748 " MI-8	04:10  04:10
	03.04.97	Gwalior-Lucknow-Delhi	HS-748	06:10
74.	06.04.97	Delhi-Gorakhpur-Delhi Gorakpur-Kasia-Gorakhpur	B-737 MI-8	02:40 03:00
75.	07.04.97	Delhi-Lucknow	HS-748	03:15
76.	08.04.97	Delhi-Varanasi-Delhi Varanasi-Policeline-Varanasi	B-737 MI-8	02:40 02:05
77.	09.04.97	Delhi-Meerut-Delhi	MI-8	03.10
78.	24.04.97	Delhi-Lucknow Lucknow-Didhuna-Lucknow	HS-748 MI-17	02:35 06:15
79.	27.04.97	Safdarjung-Meerut-Safdarjung	MI-8	06:55
80.	28.04.97	Delhi-Aligarh-Lucknow	MI-8	03:05
81.	29.04.97	Lucknow-Delhi	HS-748	03:05
82.	08.05.97 10.05.97	Safdarjung-Gullawati-Shajahanpur Lucknow-Firozabad-Karhal-Etawah- Himmatpur-Aliganj	MI-8	23:15
83.	10.05.97 11.05.97	Delhi-Lucknow Hardoi-Sitapur-Lucknow Lucknow -Delhi	B-737 MI-8 B-737	02:05 02:05 02:05
84.	14.05.97	Delhi-Varanasi-Lucknow Varanasi-Sewarai-Varanasi	B-737 MI-8	03:20 05:15
				91:20
85.	15.05.97	Lucknow-Delhi	AN-32	03:00
86.	16.05.97	Delhi-Mainpuri-Delhi	MI-8	06:40
87.	17.05.97	Delhi-Sarsawa-Lucknow-Varanasi Sarsawa-Allandipur-Sarsawa	AN-32 MI-8	02:35 06:00
88.	18.05.97 20.05.97	Lucknow-Delhi Lucknow-Gorakhpur-Lucknow Gorakhpur-Lar-Gorakhpur	AN-32 AN-32 MI-8	03:00 04:45 09:15
89.	21.05.97	Lucknow-Karawali-Lucknow Lucknow-Delhi	MI-8 AN-32	06:50 03:30
90.	26.05.97 27.05.97	Delhi-Lucknow Lucknow-Sukhopur-Etawah-Delhi	AN-32 MI-8	03:00 17:15
91.	30.05.97 31.05.97	Delhi-Lucknow-Varanasi-Lucknow-Delhi Lucknow-Lalumar-Varanasi-Murdi- Varanasi	B-737 MI-8	05:15 08:55

1	2	3	4	5
92.	04.06.97	Delhi-Gorakhpur-Delhi	B-737	02:35
93.	05.06.97	Safdarjung-Muzafarnagar-Safdarjung	MI-17	03:20
94.	08.06.97	Lucknow-Karan-Murlipur-Lucknow Lucknow-Delhi	MI-8 B-737	06:55 02:05
95.	13.06.97	Safdarjung-Mawana-Delhi	MI-17	02:55
96.	13.06.97 14.06.97	Delhi-Lucknow Lucknow-Mainpuri-Etawah-Lucknow Ballipur-Lucknow	B-737 MI-8	02:30 23:05
				123:25
97.	15.06.97	Lucknow-Bhitti-Lucknow	MI-8	02:00
98.	17.06.97	Delhi-Lucknow	B-737	"
99.	18.06.97 19.06.97 21.06.97	Lucknow-Delhi Delhi-Lucknow-Delhi Lucknow-Delhi	" " "	02:00 04:15 02:00
100.	22.06.97 " 23.06.97	Delhi-Lucknow Lucknow-Tulsipur-Lucknow Lucknow-Etawah Police Line- Fatehpure Delhi	" MI-8 MI-8	02:00 15:10
101.	27.06.97 28.06.97	Lucknow-Kanpur-Lucknow Lucknow-Delhi	HS-748 B-737	02:30 02:00
102.	29.06.97 "	Delhi-Allahabad-Delhi Allahabad-Prithviganj-Allahabad	B-737 MI-8	03:00 03:55
				38:50
103.	01.07.97 06.07.97 07.07.97	Delhi-Aurangabad Aurangabad-Lucknow Lucknow-Delhi	B-737 B-737 AN-32	03:30 04:25 03:00
104.	09.07.97	Delhi-Badaun	MI-8	09:50
105.	11.07.97 12.07.97 13.07.97	Delhi-Patna Patna-Lucknow Lucknow-Delhi	B-737 " "	03:05 03:30 02:00
106.	14.07.97	Delhi-Jaipur-Delhi	B-737	01:45
107.	15.07.97	Delhi-Lucknow-Delhi	AN-32	06:00
108.	22.07.97 "	Delhi-Allahabad-Delhi Allahabad-Saukhargarh-Allahabad	B-737 MI-8	02:30 07:05
109.	18.07.97 19.07.97	Delhi-Lucknow Lucknow-Delhi	AN-32 "	02:30 02:30
110.	22.07.97 "	Lucknow-Gorakhpur-Delhi Gorakhpur-Siorwa-Gidhe-Gorakhpur	B-737 MI-8	02:00 04:00

1	2	3	4	5
111.	26.7.97	Delhi-Lucknow	B-737	2:00
112.	30.7.97	Delhi-Lucknow	B-737	2:00
	31.7.97	Lucknow-Kaimganj-Lucknow	MI-8	6:05
	1.8.97	Lucknow-Agra-Lucknow	AN-32	5:00
	3.8.97	Lucknow-Delhi	"	3:00
113.	8.8.97	Delhi-Lucknow	AN-32	4:15
114.	10.8.97	Lucknow-Delhi	"	3:00
	16.8.97	Delhi-Lucknow	"	4:00
	17.8.97	Lucknow-Kanpur-Delhi	"	
				84:30
115.	19.8.97	Delhi-Varanasi-Delhi	B-737	2:40
	"	Varanasi-Balia-Varanasi	MI-8	7:15
116.	20.8.97	Delhi-Gorakhpur-Delhi	B-737	2:45
	"	Gorakhpur-Mubharakpur-Mau-Gorakhpur	MI-8	3:30
117.	21.8.97	Delhi-Agra	B-737	1:40
	22.8.97	Agra-Akola-Etawah	MI-8	7:20
	23.8.97	Etawah-Lucknow		
	25.8.97	Lucknow-Delhi	B-737	2:00
118.	27.8.97	Delhi-Chandigarh-Delhi	B-737	1:40
119.	1.9.97	Delhi-Rampur-Delhi	MI-8	4:55
120.	4.9.97	Delhi-Lucknow	B-737	2:00
121.	10.9.97	Delhi-Gorakhpur-Madras	"	6:40
	"	Gorakhpur-Ramkola-Gorakhpur	MI-8	2:35
	11.9.97	Gorakhpur-Chennai-Delhi	B-737	4:40
122.	6.9.97	Lucknow-Saidalpur-Agra	MI-8	9:00
	"	Agra-Lucknow-Agra	AN-32	1:45
123.	12.9.97	Delhi-Calcutta	B-737	4:15
	13.9.97	Calcutta-Delhi-Lucknow	"	4:10
	14.9.97	Lucknow-Allahabad-Delhi	"	4:10
124.	19.9.97	Delhi-Varanasi-Lucknow-Delhi	"	2:55
	"	Varanasi-Dasichora-Varanasi	MI-8	9:00
125.	17.9.97	Delhi-Agra-Delhi	B-737	1:20
126.	"	Agra-Jojumia-Agra	MI-8	7:35
127.	22.9.97	Lucknow-Delhi	B-737	2:30
128.	23.9.97	Safdarjung-Bewari-Safdarjung	MI-8	2:30
129.	26.9.97	Delhi-Leh	B-737	2:30
	"	Leh-Kargil-Leh	MI-17	6:25
	27.9.97	Thoise-Delhi	B-737	2:40

1	2	3	4	5
130.	27.9.97	Lucknow-Delhi	HS-748	2:15
131.	28.9.97	Delhi-Etawah-Mehmoodabad-Lucknow	MI-8	8:20
132.	2.10.97 "	Delhi-Etawah-Pamauripur-Pithur Chakeri Kanpur-DelhiAN-32	MI-8 2:30	12.25
133.	3.10.97 4.10.97 5.10.97	Delhi-Lucknow Lucknow-Allahabad-Lucknow Lucknow-Delhi	AN-32 " "	7:30 " "
134.	13.10.97 13.10.97 14.10.97 14.10.97 14.10.97 15.10.97 17.10.97	Delhi-Lucknow Lucknow-kprwi-Nathoda-Lucknow Auraiya-Chakeri Lucknow-Varanasi-Lucknow Varanasi-Raijipur-Varanasi Lucknow-Calcutta Calcutta-Lucknow-Delhi	B-737 MI-17 H-737 MI-8 B-737 B-737	2:00 14.25 3:35 9.25
135.	19.10.97 19.10.97	Delhi-Allahabad-Delhi Allahabad-Handia-kotwana-Allahabad	AN-32 MI-8 Chetak	6:15 7:15 3:15
136.	20.10.97 21.10.97	Delhi-Lucknow Lucknow-Delhi	HS-748 B-737	3:05 2:00
137.	24.10.97 25.10.97	Delhi-Lucknow Lucknow-Delhi	B-737 B-737	2:45 2:00
138.	26.10.97	Safdarjung-Meerut-Gajraula-Safdarjung	MI-8	5:10
139.	28.10.97 28.10.97 31.10.97	Delhi-Varanasi-Patna-Delhi Varanasi-Deo-Aurangabad-Jehanabad Patna Lucknow-Allahabad-Lucknow	B-737 MI-8 AN-32	3:45 12:05 3.00
				113.00
140.	1.11.97 & 2.11.97	Lucknow-Naglamathia-Etawah-Delhi	MI-8	12:30
141.	4.11.97	Delhi-Kanpur-Unnao-Harpalpur- Kanpur-Delhi MI-8	AN-32 & 6:50	4:00
142.	6.11.97 and 7.11.97	Delhi-Kanpur-Lucknow Kanpur-Puhphand-Kanpur Lucknow-Fatehgarh	AN-32 MI-17 "	4:30 6:30 "
143.	8.11.97	Safdarjung-Gaziabad-Safai-Agra	MI-8	7:45
144.	11&13.11.97 14.11.97	Delhi-Lucknow-Agra-Lucknow Lucknow-Kherahelu-Hitpura-Etawah-Lucknow	AN-32 MI-8	8:15 11:20
145.	15.11.97	Delhi-Lucknow-Chennai-Delhi	B-737	5:10
146.	17.11.97	Delhi-Muzzaffarnagar-Delhi	MI-8	2:50

1	2	3	4	5
147.	19.11.97	Delhi-Meerut-Delhi	MI-8	2:15
148.	20.11.97	Delhi-Haridwar-Delhi	"	"
	21.11.97	Delhi-Haridwar-Delhi	MI-8	7:50
		Delhi-Lucknow-Delhi	B-737	2:00
149.	23.11.97	Lucknow-Faizabad-Lucknow	MI-8	4:10
150.	27.11.97	Delhi-Patna-Delhi	B-737	7:20
		Patna-Supaul-Patna	MI-17	5:20
151.	29.11.97	Delhi-Purnea-Patna	B-737	7:20
152.	01&02.12.97	Delhi-Bareilly Lucknow-Delhi	B-737	3:20
		Bareilly-Shahajanpur-Lucknow	MI-8	11:30
				120:55
153.	05.12.97	Delhi-Lucknow	B-737	2:00
154.	07.12.97	Delhi-Varanasi-Delhi	B-737	
		Varanasi-Manasnagar-Varanasi	MI-8	3:10
155.	08.12.97	Lucknow-Patna-Lucknow-Delhi	B-737	5:15
		Patna-Arwal-Patna	MI-8	6:25
156.	09.12.97	Delhi-Lucknow-Delhi	B-737	2:00
157.	12.12.97	Delhi-Lucknow-Allahabad-Lucknow-Delhi	B-737	3:45
158.	16-22.12.97	Delhi-Lucknow-Allahabad-Lucknow-Delhi		
		Delhi-Hyderabad-Ahmedabad-Lucknow-	B-737	9:50
		Gorakhpur-Calcutta-Delhi		
159.	14.12.97	Lucknow-Mumbai-Lucknow	B-737	8:05
160.	27.12.97	Lucknow-Bhubneshwar-Delhi	B-737	9:30
		Bhubneshwar-Chandipur-Bhubneshwar	MI-8	7:30
161.	2.1.98	Delhi-Lucknow-Delhi	B-737	2:00
162.	12&14.1.98	Delhi-Lucknow-Delhi	B-737	6:05
		Lucknow-Safai-Lucknow	MI-8	6:10
				71:45
			Grand Total Flying Hour :	1449:55

[Translation]

**Revenue of I.A. from International Flights**

1315. SHRIMATI SHEELA GAUTAM : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of passengers and cargo carried by the Indian Airlines on international flights during the year 1997-98, separately; and

(b) the revenue earned therefrom?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Indian Airlines carried 11,12,651 passengers and cargo of 11,914 tonnes on its international flights during 1997-98. It earned a revenue therefrom of Rs. 666 crores and Rs. 37 crores respectively.

[English]

**New Trains between Tirupati and Chennai**

1316. SHRI K. YERRANNAIDU : Will the Minister of

RAILWAYS be pleased to state:

(a) whether the Government propose to introduce new trains between Tirupati and Chennai, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION. (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

**Gauge Conversion of Ajmer-Bhilwara-Chittorgarh-Udaipur Rail Line**

1317. SHRI RAMPAL UPADHYAY : Will the Minister of RAILWAYS be pleased to state:

(a) the funds allocated and released so far for conversion of Ajmer-Bhilwara-Chittorgarh-Udaipur Railway line into broad gauge line;

(b) whether the amount for 26 kilometer long Ajmer-Nasirabad route is being provided by the Ministry of Defence; and

(c) if so, the time by which the funds for remaining line is likely to be provided/released by the Government and the conversion work of above line is likely to be commenced and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Rs. 20,49,06,000/-

(b) No, Sir.

(c) The work has been started and is expected to be completed within the 9th Five Year Plan subject to availability of resources.

[Translation]

**Winding up of Jamalpur Factory**

1318. SHRI JAGDAMBI PRASAD YADAV :  
SHRI PRABHUNATH SINGH :

Will the Minister of RAILWAYS be pleased to state ;

(a) whether the Government are winding up the Jamalpur Railway factory gradually;

(b) if so, the reasons therefor;

(c) whether the strength of workers of the above factory has also been reduced;

(d) if so, the details thereof;

(e) the steps taken by the Government to utilise the full capacity of above factory;

(f) whether the cost of several items manufactured by the above factory is lower than that purchased from the open market; and

(g) if so, the reasons for purchasing such items from open market?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise

(c) Yes, Sir.

(d) There has been a reduction in staff strength as follows:-

Date	Staff Strength
1.4.1995	11,766
1.4.1996	11,461
1.4.1997	11,383
1.4.1998	11,104

The reduction in staff strength has been due to the retirement of staff on superannuation.

(e) The following activities are undertaken in Jamalpur workshop:-

- i) POH of Diesel Locos
- ii) Manufacture of 20 T and 140 T Diesel Cranes
- iii) Manufacture of 25 T jacks
- iv) Manufacture of UIC bogies
- v) Manufacture of Tower cars
- vi) Manufacture of Brake blocks
- vii) Manufacture of C & W spares
- viii) Rebuilding of BOX wagons
- ix) POH of cranes
- x) POH of Tower cars

To further utilise the capacity it has been proposed to undertake POH of 400 Four Wheeler Units of BG wagons

per month. The work has been proposed in the works programme 1998-99.

(f) and (g) Generally decision is based on manufacturing capability, capacity, pattern of workload and cost consideration. However for some of the items being manufactured the cost may be more compared with trade. The criteria used are:

Full utilisation of resources - infrastructure and manpower available.

Timely supply of spares for in-house use and Control over quality.

Jamalpur workshop produces spares worth about Rs. 40 Crores per year. Certain items for which manufacturing facilities do not exist in the shop like rubber, electrical components, specialised items from original engine manufacturer, large fabrication item etc. are procured from trade. Hardware items which can be produced cheaper by other factories solely devoted to the manufacture of these items e.g. bolts & nuts, rivets, washers etc. are also procured from trade. All raw material is also purchased from trade.

[English]

#### **Gauge Conversion of Salem-Cuddalore Rail Line**

1319. DR. SAROJA V. : Will the Minister of RAILWAYS be pleased to state:

- (a) whether the gauge conversion work of Salem Junction-Cuddalore Junction rail line has been started;
- (b) if so, the present status thereof;
- (c) the total funds allocated for the project so far; and
- (d) the time by which the said project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION. (SHRI RAM NAIK): (a) to (d) A survey for gauge conversion from Salem Junction to Cuddalore Junction has been taken up. Further consideration of the project will be possible once the survey report becomes available.

#### **Desert Development Programme**

1320. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

- (a) whether in Rajasthan under Desert Development Programme, Shelter-belt plantation and road side plantation works were executed in the past and result of them were

found to be quite good;

- (b) whether new guidelines were issued banning of watershed development approach;

(c) whether Rajasthan Government has requested to reconsider that road side plantation and shelter-belt plantation works and has sent a proposal for shelter-belt plantation works execution under Desert Development Programme for approval by Government; and

- (d) if so, the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL): (a) Yes, Sir. Shelter-belt plantation and road side plantation were taken up in Rajasthan as part of core sector activity of 'Afforestation & Pasture Development in Desert Development Programme'.

(b) No, Sir. New Guidelines for implementation of Desert Development Programme have been issued in 1994, under which watershed development approach has been adopted.

(c) and (d) Shelter belt plantation and road side plantation are already permitted as an integral component of watershed project under the new Guidelines for Watershed Development for implementing Desert Development Programme. However, the Government of Rajasthan's proposal to allow these activities outside watershed project area was not agreed to by the Ministry.

#### **Railway Bridges in Maharashtra**

1321. SHRI SANDIPAN THORAT : Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of railway bridges/over bridges which are under construction in Maharashtra in terms of targets set during 1997-98;
- (b) whether a large number of projects are lagging far behind their schedule;
- (c) if so, the details thereof and the reasons therefor;
- (d) the fresh proposals, if any, received from the Government of Maharashtra for such bridges and the steps taken thereon;
- (e) the funds made available during each of the last three years to Maharashtra; and
- (f) the phased schedule for completion of these bridges during the Ninth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a)

Sl. No.	Rob in Lieu of Level Crossing	Cost of Work		Remarks
		Rly.	Deposit	
		(Rs. in lakhs)		
1	2	3	4	5
1.	Road Over Bridge in lieu of Level crossing No. 20/C near Muland at Km. 30/19-31/1	177	311	Work in progress, 60% completed.
2.	Road Over Bridge in lieu of Level crossing No. 10/B near Badlapur at Km. 88/19-20	190	215	Estimate under process. Tender for work of design & drawing has been invited.
3.	Road Over Bridge in lieu of Level crossing No. 41/spl. near Kalyan at Km. 53/23-27	180	185	Work in progress, 40% completed.
4.	Road Over Bridge in lieu of level crossing No. 107/A near Borkhedi at Km. 798/8-9	139	222	Design & drawing approved contact for sub-structure awarded
5.	Road Over Bridge in lieu of level crossing No. 14/A near Hinganghat at Km. 792/2-3	237	238	Progress Nil, approach estimate is awaited from State Govt.
6.	Road Over Bridge in lieu of level crossing No. 99/B near niphad at Km. 218/8-9	74	54	Progress Nil, Estimate for Road approaches received. Combined estimate under process for sanction.
7.	Road Over Bridge in lieu of level crossing No. 114/A near Nandgaon at km. 286.99	98	70	Progress Nil, Estimate for approval is awaited from State Govt.
8.	Road Over Bridge in lieu of level crossing No. 154/A near Nasirabad at Km. 433/15-18	129	136	General Arrangement Drawing Finalised. PWD is exploring the possibility of its construction on BOT Basis.
9.	Road Over Bridge in lieu of level crossing No. 1/A near Fekri at Km. 450/3-4	66	66	Progress Nil. Estimate for Road approaches is received & combined estimate under process for sanction.
10.	Road Over Bridge in lieu of level crossing No. 30/A near Dehere at Km. 371/12-13	51	41	Consolidated Estimate sent to State Govt. for acceptance Maharashtra Govt. is exploring to under-take this work on BOT Basis.
11.	Road Over Bridge in lieu of level crossing No.7/A near Sewri at Km. 7/3-4	195	521	Proposal sponsored by PWD. Initial formalities are yet to be completed by PWD, Dispute of land on lease between BPT & MAH. Govt. is to be resolved.
12.	Road Over Bridge in lieu of level crossing No.1/A near Chunabhati at Km. 13/12-13	128	178	Proposal sponsored by BMC. initial formalities are yet to be completed by BMC. However, in expectation of matching response from BMC the work of ROB has been included in Railways works Programme 97-98.

1	2	3	4	5
13.	Road Over Bridge in lieu of level crossing No.14/C near Vikhrolli at Km. 22/11-12	242	337	Proposal sponsored by BMC. Initial formalities are yet to be completed by BMC. The said work is planned under MUPT-II phase-2 under World Bank loan for which MMRDA is co-ordinating agency. The work will be executed by BMC under their supervision.
14.	Road Over Bridge in lieu of level crossing No. 12/A near Navade at Km. 80/4-5	229	504	The work was included in works Programme for 97-98. Almost all the formalities are completed GAD under finalisation.
15.	Road Over Bridge in lieu of level crossing No.18/B near Daund at Km. 265/3-4	118	147	Approach estimate is awaited from State Govt. State Govt. is exploring to under take this work on BOT basis. GAD under finalisation.
16.	Road Over Bridge in lieu of level crossing No. 31 on Kandivali-Malad sec.	604	2025	Detailed estimate sanctioned in Nov. 96 The work will commence as soon as BMC work starts on approaches, Alignment not yet finalised by State Govt.
17.	Road Over Bridge in lieu of level crossing No. 21 on Santacruz Vileparle sec.	609	2514	Detailed estimate sanctioned in Nov. 96. Site investigation work completed. The work on Railway's portion will be taken up as soon as work by BMC is commenced on approaches.
18.	Road Over Bridge in lieu of level crossing No. 33 on Borivali.	583	2109	Detailed estimate sanctioned in Nov. 96 Tender for Railways, Portion under finalisation. Work on West side approaches near completion by BMC.
19.	Road Over Bridge in lieu of level crossing No. 22 on Vile Parle.	283	283	Road Over Bridge commissioned in Sept. 97 for Road Traffic.
20.	Road Over Bridge in lieu of level crossig No. 51 on Boisar.	352	1807	State Govt. have started the work on diversion, contract for shifting of level crossing has been awarded. Work is in progress.
21.	Road Over Bridge in lieu of level crossing on Bhayander.	462	-	Estimate has been sanctioned in July 97. State Govt. has started the work on approaches. Site investigation work completed. Tender is being invited.

(b) Yes, Sir.

(c) Details as shown in statement attached in reply to Part (a). Generally State Govt. do not fulfil the preliminary pre-requisites viz. acquisition of land for approaches,

removal of encroachment falling on approaches, under taking to close the level crossing on commissioning of over bridge, acceptance of plan, design & estimate assigning due to priority in their Works Programmes etc.

(d)

S.No.	ROB in lieu of level Crossing	Remarks.
1	2	3
1.	Road Over Bridge in lieu of Level crossing No. 3/C near Ulhasnagar at Km. 57/9-10	Initial proposal received and is under Scutiny with Railways
2.	Road Over Bridge in lieu of Level crossing No.68/A near Mundhwa at Km. 194/12-13	-do-
3.	Road Over Bridge in lieu of Level crossing No.63/A near Khadki at Km. 185/11-12	-do-
4.	Road Over Bridge in lieu of Level crossing No.586/A near Ghorpadi at Km. 194/10-11	-do-
5.	Road Over Bridge in lieu of Level crossing No.297/A near Mangalwadi at Km. 1042/100	-do-
6.	Road Over Bridge in lieu of Level crossing No.91/A near Shilapur at Km. 196/5-6	-do-
7.	Road Over Bridge in lieu of Level crossing No.61/A near Kasarwadi at Km. 180/10-11	-do-
8.	Road Over Bridge in lieu of Level crossing No.60/A near Pimpari at Km. 178/10-11	-do-
9.	Road Over Bridge in lieu of Level crossing No.7/Spl near Kharpada at Km. 91/1-2	Proposed on BOT by State Govt. Entire cost shall be borne by Private Entrepreneurs.
10.	Road Over Bridge in lieu of Level crossing No.113/A near Butibori at Km. 817/	-do-
11.	Road Over Bridge in lieu of Level crossing No.38/A near Tadali at Km. 860/14-15	-do-
12.	Road Over Bridge in lieu of Level crossing No.41/A near Chanderpur at Km. 875/6-7	-do-
13.	Road Over Bridge in lieu of Level crossing No.13/A near Hinganghat at Km. 791/15	-do-
14.	Road Over Bridge in lieu of Level crossing No.51/spl. near Murtizapur at Km. 622.23	-do-
15.	Road Over Bridge in lieu of level crossing No. 36/A near Malawati at Km. 135/16-17	-do-
16.	Road Over Bridge in lieu of Level crossing No.26/A near Nepti at Km. 353/13-14	-do-
17.	Road Over Bridge in lieu of Level crossing No.38/A near Rahuri at Km. 386/11-12	-do-
18.	Road Over Bridge in lieu of Level crossing No.291/C near Mankapur at Km. 1037/19-20	-do-
19.	Road Over Bridge in lieu of Level crossing No.44/A near Babupeth at Km. 880/4-5	-do-

1	2	3
20.	Road Over Bridge in lieu of Level crossing No.27/B near Shegaon at Km. 547/22-24	-do-
21.	Road Over Bridge in lieu of Level crossing No.283/A near Katol at Km. 983/22-24	-do-
22.	Road Over Bridge in lieu of Level crossing No.40/A near Vivekanand Nagar at Km. 872/16-17	Proposed on Deposit terms by State Govt. Proposal under scrutiny.
23.	Road Over Bridge in lieu of Level crossing No.55/B near Ramwadi at Km. 456/0-1	-do-
24.	Road Over Bridge in lieu of Level crossing No.275/A near Narkhed Savargaon at Km. 966/2-3	-do-
25.	Road Over Bridge in lieu of Level crossing No.99/B near Kundewadi at Km. 218/8-9	-do-
26.	Road Over Bridge in lieu of Level crossing No.20/A near Nandura at Km. 522/6-7	-do-
27.	Road Over Bridge at Nagpur (Kalimna) at Km. 1125/14 on BOT scheme	MOU as well as land leasing formalities are under finalisation with State Govt.
28.	Road Over Bridge at Dewada at Km. 1052/2 on Tumsar-Tiroda-Gondia Road	State Govt's Willingness for 50% cost sharing basis is awaited.
29.	Road Over Bridge at Kachwadi at Km. 1024/2 on Tumsar-Tiroda-Gondia Road.	Since the TVU is less than 1 lakh State Govt's confirmation in regard to its execution on deposit term is awaited.
30.	(A) Conversion of existing two lane Road Over Bridge into a four lane of Road Over Bridge at Itwari Railway Station at Km. 1128/0	(A) State Govt. has agreed to get executed the work on deposit terms and GAds are under finalisation.
30.	(B) Conversion of existing single lane road over bridge into a two lane road over bridge at Makkasath (Near Itwari Railway Station)	(B) State Govt. has agreed to get executed the work on deposit terms and GAds are under finalisation.
31.	Construction of Road Over Bridge in lieu of 'B' class level crossing at Km. 1126/23	Proposal on deposit terms has been received and the same is being processed.
32.	Road Over Bridge at Km. 1037/19-21	State Govt. is exploring construction on BOT Basis.
33.	Road Over Bridge between Kamptee & Kanhan at Km. 1115/11-13	Initial Proposal received which is being examined.

(e)		Rs. in lakhs
1995-96	-	160.64
1996-97	-	216.70
1997-98	-	1269.60

(f) Completion of these bridges depends upon the completion of approaches by State Govts. concerned and also fulfilment of certain preliminary pre-requisites required under extant rules, as such no targets can be fixed plan-wise.

[Translation]

**Assistance for Development of Rural Areas**

1322. SHRI CHINMAYANAND SWAMI: Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether any financial assistance has been provided by the World Bank for development of rural areas in the country during the last three years; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) The following projects with World Bank assistance are under implementation during the last three years in Karnataka, Maharashtra and Uttar Pradesh respectively:

- i) Karnataka Integrated Rural Water Supply & Environmental Sanitation Project targeted to cover 4.8 million rural population of Karnataka at a cost of US\$ 92 million.
- ii) Maharashtra Rural Water Supply & Environmental Sanitation Project targeted to cover 17.5 million rural population of Maharashtra at a cost of US\$ 140.7 million.
- iii) Uttar Pradesh Rural Water Supply & Environmental Sanitation Project targeted to cover 1.2 million rural population of Uttar Pradesh at a cost of US\$ 71.0 million.

[English]

#### Launching of LCA

1323. SHRI HARIN PATHAK : Will the Minister of DEFENCE be pleased to state:

- (a) whether India's own Light Combat Aircraft (LCA) was rolled out successfully recently; and
- (b) if so, the time by which its mass manufacturing is likely to start and when these aircrafts are expected to be inducted into the Airforce?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) The first indigenously developed LCA was rolled out on 17 November 1995.

(b) LCA is planned to be inducted into the Air Force from the year 2003 onwards. Production planning is progressing.

#### Super Fast Train to Gandhidham and Mumbai

1324. SHRI P.S. GADHAVI : Will the Minister of RAILWAYS be pleased to state:

- (a) the number of special trains have to run on Gandhidham and Mumbai every year to cope with the rush on this line;
- (b) whether there is long standing demand for introduction of one more super fast train for Gandhidham and Mumbai is pending with the Ministry;
- (c) if so, the details thereof; and

(d) the action taken or proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) During 1997, 201 specials (120 in Summer and 81 in Winter) were run. During Summer 1998, 128 specials have been planned between Gandhidham and Mumbai.

(b) and (c) Several representations including from Sh. Anant D. Dave, M.P. and Shri P.S. Gadhave, M.P. have been received.

(d) Introduction of a train between Mumbai Central and Gandhidham has been examined but not found feasible due to operational and resource constraints.

#### Permission to Private Airlines for use of Rupshi Airport (Assam)

1325. SHRI ABDUL HAMID : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Rupshi Airport at Dhulri in Assam was established during the British regime and it was functioning well upto 1983;
- (b) if so, the steps that have been taken by the Government to restart this Air field;
- (c) whether the Government propose to allow the private airlines to use this air field under the purview of economy liberalisation; and
- (d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes, Sir.

(b) to (d) At present, the aerodrome needs major renovation/modification work, which can be carried out on demand of airlines. Scheduled as well as private airlines are welcome to operate through Rupsi Airport in Assam. However, it is for the airlines concerned to project their requirements depending upon the economic viability and traffic potential.

#### Height of Air Traffic Control

1326. SHRI AMAR ROYPRADHAN : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the maximum permissible height of the Air Traffic Control (ATC) Tower is 24 ft., as per

norms of the International Civil Aviation Organisation (ICAO);

(b) if so, the names of such Airports in the country where the height of ATC towers exceeds the said permissible height alongwith their respective height of Air Traffic Control: and

(c) the action, the Government propose to take against persons responsible for clearing such projects by ignoring the norms of ICAO?

THE MINISTER OF CIVIL AVIATION (SHRI ANANT KUMAR) : (a) No, Sir. There is no uniform specified height for control towers. ICAO requires that the height of Control Tower should be such that the Air Traffic Controller has all around visibility of the acrodrome and its vicinity. The Tower should also conform to the recommended practices relating to operational services at the airport.

(b) and (c) A Committee headed by Air Marshal (Retd.) J.K. Seth had raised doubts on the permissible height of ATC towers at Mumbai and Chennai. Opinion of ICAO experts has been sought and appropriate action will be decided after the receipt of their reply.

#### Reviewal of Bangalore Airport Project

1327. SHRI RAGHVENDRA SINGH : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Bangalore Airport Project may take off" appearing in the Time of India dated April 3, 1998;

(b) if so, the facts thereof; and

(c) the time by which the above project is likely to be reviewed?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) Yes, Sir. The project proposal is under consideration of the Central Government and a decision will be taken shortly.

#### Objectives of NSAP

1328. SHRI ASHOK NAMDEORAO MOHOL:

SHRI A. VENKATESH NAIK:

SHRI MADHAV RAO PATIL:

SHRI SADASHIVRAO DADOBA MANDLIK:

Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) the main features and objectives of the centrally sponsored 'National Social Assistance Programme' launched in 1995 to fulfil the Directive Principles of the constitution;

(b) the funds allocated to each State for the implementation of the programme since its inception;

(c) the results achieved under the programme' State-wise;

(d) whether the full amount has been released to all the States; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) The National Social Assistance Programme (NSAP) is a Centrally Sponsored Programme which came into force w.e.f. 15.8.1995. It has three components; namely, National Old Age Pension Scheme (NOAPS), National Family Benefit Scheme (NFBS) and National Maternity Benefit Scheme (NMBS). It aims at providing financial assistance @ Rs. 75 per month to destitute persons aged 65 year or more under NOAPS; Rs. 5,000 in case of death due to natural causes and Rs. 10,000 in case of accidental death of primary breadwinner to the bereaved families living below poverty line under NFBS, and Rs. 300 to the pregnant Women of poor households upto first two live births under NMBS.

The NSAP is a significant step towards the fulfillment of the Directive Principles in Articles 41 and 42 of the constitution recognizing the concurrent responsibility of the Central and State Governments in the matter.

Under the NSAP 100 per cent Central assistance is given to the eligible beneficiaries.

The NSAP is being implemented through the Panchayats and Municipalities in the country. It is being monitored by the Committees constituted at the State Level as well as the District level.

(b) to (e) State-wise allocation, release of funds and achievements of the scheme since 15.8.95 under the three components of NSAP have been given in the enclosed Statement I, II and III.

In some states the funds could not be released in full mainly because of non-fulfillment of certain conditions such as Audit Reports, Utilization Certificate etc.

## Statement-I

## National Social Assistance Programme (NSAP)

Scheme : National Old Age Pension Scheme (NOAPS)

S. No.	State/UTs	1995-96			1996-97			1997-98		
		Allocation	Release	Exp.*	Allocation	Release	Exp.*	Allocation	Release	Exp.*
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	2593.74	2593.74	2578.16	4403.70	4315.02	4183.51	4361.76	4327.75	2500.02
2.	Arunachal P.	9.45	4.68	0.00	46.30	2.02	2.47	46.86	15.26	4.28
3.	Assam	396.55	195.83	80.54	662.45	340.17	252.52	656.14	333.25	248.34
4.	Bihar	4306.54	2109.72	1449.66	7318.08	4275.06	3483.14	7248.38	4766.66	2809.98
5.	Goa	12.30	6.09	0.68	20.79	9.94	9.03	10.30	7.73	8.46
6.	Gujarat	890.42	441.19	255.02	1512.94	828.57	586.24	749.27	369.99	537.89
7.	Haryana	209.75	209.75	192.14	356.27	349.48	236.86	352.87	274.96	188.74
8.	Himachal Pradesh	64.56	64.56	26.90	109.62	85.55	88.54	108.58	97.79	95.84
9.	J & K	147.86	147.86	85.01	251.37	225.45	172.23	248.98	138.24	108.22
10.	Karnataka	1755.94	870.28	798.80	2988.09	3873.75	3661.68	2959.63	1771.37	2498.80
11.	Kerala	796.65	354.55	169.55	1365.33	1045.08	688.07	676.26	815.67	653.71
12.	Madhya Pradesh	2736.86	2736.86	495.53	4628.61	3650.81	3580.39	4584.53	4870.56	4504.44
13.	Maharashtra	2785.13	1380.46	15.18	4741.06	128.27	997.32	2347.96	2423.45	1383.51
14.	Manipur	19.47	0.65	8.29	98.28	48.98	26.25	97.34	33.69	3.94
15.	Meghalaya	18.40	9.06	5.63	95.45	63.27	42.87	94.54	34.07	12.51
16.	Mizoram	7.96	3.86	3.77	37.80	18.85	16.93	37.44	21.72	4.67
17.	Nagaland	13.31	13.31	7.68	67.10	42.88	26.69	66.46	37.18	7.65
18.	Orissa	1583.99	784.08	375.60	2678.13	2578.35	2231.46	2652.62	2550.36	2261.55
19.	Punjab	202.23	202.23	100.09	344.90	338.35	313.04	341.64	170.82	197.39
20.	Rajasthan	1114.67	552.07	23.98	1890.00	976.28	634.26	936.00	495.33	613.18
21.	Sikkim	4.50	3.85	NR	22.68	11.30	8.53	11.23	6.72	0.00
22.	Tamilnadu	2179.81	2179.81	1311.92	3703.45	2573.19	2875.12	3668.18	3629.66	2513.12
23.	Tripura	29.47	29.47	14.78	147.42	73.49	51.07	146.02	124.32	121.28
24.	Uttar Pradesh	5727.83	5727.83	3707.14	9709.87	9019.54	6362.21	9617.40	8676.49	7760.47
25.	West Bengal	1971.02	976.31	194.48	3344.35	2404.54	1814.55	3312.50	2431.37	1829.03
26.	A&N Islands	3.39	1.68	NR	5.67	0.05	0.07	2.81	0.00	NR
27.	Chandigarh	7.26	0.00	0.00	12.29	9.79	9.21	6.08	2.92	9.21
28.	D&N Haveli	1.73	0.85	0.69	2.84	1.43	1.76	2.81	1.41	NR
29.	Daman & Diu	1.18	0.52	0.42	1.89	0.95	0.98	0.94	0.94	0.44
30.	NCT Delhi	105.69	0.00	0.00	179.55	90.63	92.28	177.84	177.84	121.92

1	2	3	4	5	6	7	8	9	10	11
31.	Lakshadweep	0.64	0.30	0.00	0.95	0.48	1.06	0.94	0.47	1.51
32.	Pondicherry	8.35	4.16	0.00	14.18	0.13	3.38	14.04	21.06	NR
	dqy	29706.66	21614.62	11901.65	50761.41	37381.65	32453.72	45537.34	38629.05	31000.70

NR : Not Reported

\*Exp. reported by the various States/UTs

**Statement-II***National Social Assistance Programme (NSAP)**Scheme : National Family Benefit Scheme (NFBS)*

S. No.	States/UTs	1995-96			1996-97			1997-98		
		Allocation	Release	Exp.*	Allocation	Release	Exp.*	Allocation	Release	Exp.* (Provisional)
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	1334.93	1334.93	262.03	2269.58	2238.12	1782.43	2247.96	2211.43	2639.16
2.	Arunachal Pradesh	3.47	1.71	0.00	23.10	2.03	0.92	22.88	5.52	2.11
3.	Assam	378.85	188.21	51.13	652.58	212.30	200.73	646.36	309.02	134.47
4.	Bihar	2151.32	1090.36	257.48	3655.58	583.17	785.97	1810.38	1114.26	871.72
5.	Goa	6.80	3.37	1.10	11.55	10.19	12.78	11.44	5.72	8.20
6.	Gujarat	448.49	222.33	6.81	762.30	7.26	11.35	377.52	0.00	25.40
7.	Haryana	92.39	45.72	1.70	155.93	36.52	50.44	77.22	53.92	14.88
8.	Himachal Pradesh	24.17	11.95	3.55	40.43	11.57	13.48	20.02	20.67	15.95
9.	J & K	55.24	27.3	22.17	92.40	62.48	40.25	45.76	26.74	24.87
10.	Karnataka	775.07	383.69	209.67	1310.93	12.49	104.64	649.22	18.91	63.31
11.	Kerala	206.13	90.57	10.29	340.73	205.51	198.82	168.74	198.89	224.23
12.	Madhya Pd.	1661.31	823.85	233.08	2835.53	2246.62	1635.32	1404.26	2595.08	2418.05
13.	Maharashtra	1225.51	606.69	0.75	2073.23	36.74	221.77	1026.74	653.57	438.42
14.	Manipur	6.93	3.42	3.38	28.87	14.41	8.99	28.60	9.85	NR
15.	Meghalaya	6.66	3.27	2.31	34.64	2.61	2.61	34.32	9.78	4.35
16.	Mizoram	3.49	1.7	1.66	11.55	5.78	5.36	11.44	6.64	0.97
17.	Nagaland	3.53	3.53	2.03	17.33	8.64	7.13	17.16	5.01	1.62
18.	Orissa	1029.29	510.69	1.85	1761.38	224.11	487.42	872.30	699.34	586.93
19.	Punjab	75.59	37.38	28.91	127.05	124.62	91.93	125.84	62.92	71.95
20.	Rajasthan	539.04	266.89	0.00	912.45	24.97	19.77	451.88	252.66	279.49
21.	Sikkim	3.20	1.67	NR	5.78	2.26	2.83	2.86	2.28	NR
22.	Tamilnadu	1130.00	11.30	540.94	1923.08	1357.93	1329.93	1904.76	1758.69	1336.08

1	2	3	4	5	6	7	8	9	10	11
23.	Tripura	10.4	10.4	2.12	51.98	25.90	16.23	51.48	39.63	33.46
24.	Uttar Pradesh	3147.28	3147.28	2062.93	5359.20	2221.30	1827.39	2654.08	1452.17	1569.50
25.	West Bengal	1071.36	531.09	72.96	1824.90	966.50	336.92	903.76	206.88	288.24
26.	A&N Islands	3.35	1.69	NR	5.78	0.06	0.35	2.86	0.00	NR
27.	Chandigarh	3.42	0.00	0.00	5.78	1.36	0.35	2.86	0.00	1.30
28.	D&N Haveli	3.31	1.65	NR	5.78	2.92	2.76	2.86	4.29	NR
29.	Daman & Diu	3.31	1.48	1.27	5.78	2.92	3.08	2.86	2.86	2.05
30.	NCT Delhi	38.08	0.00	0.00	63.53	32.06	9.75	31.46	31.46	37.30
31.	Lakshadweep	3.30	1.62	0.00	5.78	2.81	1.15	2.86	0.00	2.55
32.	Pondicherry	3.43	1.68	0.00	5.78	0.06	1.75	2.86	1.42	NR
	Total	15448.65	10486.11	3780.10	26380.29	10686.22	9214.65	15615.60	11760.21	11196.56

NR : Not Reported

\*Exp. reported by the various States/UTs

### Statement-III

#### National Social Assistance Programme (NSAP)

Scheme : National Maternity Benefit Scheme (NMBS)

No.	States/UTs	1995-96			1996-97			1997-98		
		Allocation	Release	Exp.*	Allocation	Release	Exp.*	Allocation	Release	Exp.* (Provisional)
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	746.75	746.75	588.78	1222.83	1206.32	813.13	1211.18	1191.39	1130.75
2.	Arunachal Pradesh	3.93	1.95	0.00	19.53	0.06	0.37	19.34	1.72	NR
3.	Assam	178.01	87.79	35.41	295.16	145.47	74.89	292.34	99.54	44.67
4.	Bihar	1164.19	5.72	211.34	1898.82	6979.55	614.77	940.37	990.54	408.30
5.	Goa	5.03	2.6	0.00	8.82	0.08	0.14	4.37	0.00	0.26
6.	Gujarat	240.69	113.25	0.00	392.49	3.74	5.41	194.38	3.48	2.58
7.	Haryana	72.38	35.72	24.25	120.33	64.14	48.93	59.59	51.33	25.40
8.	Himachal Pradesh	21.23	13.42	1.87	45.68	8.00	13.46	22.62	23.36	8.84
9.	J & K	62.15	30.8	20.46	104.58	36.05	26.16	51.79	26.02	13.33
10.	Karnataka	483.61	237.96	196.04	792.23	7.54	45.55	392.34	162.90	22.31
11.	Kerala	147.01	64.88	13.42	236.57	86.35	68.33	117.16	64.18	63.82
12.	Madhya Pradesh	933.18	457.6	17.79	1539.72	400.74	440.57	762.53	386.55	260.81
13.	Maharashtra	735.62	361.76	0.07	1201.41	11.44	137.22	594.98	299.81	224.46
14.	Manipur	8.23	4.07	3.87	40.95	20.41	11.99	40.56	14.09	2.15
15.	Meghalaya	7.60	3.74	2.50	39.69	3.17	4.19	39.31	11.36	6.52

1	2	3	4	5	6	7	8	9	10	11
16.	Mizoram	3.26	1.58	1.58	16.06	8.01	7.18	15.91	7.96	NR
17.	Nagaland	5.59	5.59	3.15	28.04	19.99	12.98	27.77	12.05	5.66
18.	Orissa	488.07	240.08	4.91	793.21	435.53	318.51	395.30	286.06	306.26
19.	Punjab	51.82	25.48	9.36	84.74	28.11	18.50	41.96	9.13	27.62
20.	Rajasthan	410.00	202.67	0.00	683.87	6.51	2.30	338.68	83.57	76.40
21.	Sikkim	1.90	0.34	NR	9.45	1.52	0.63	4.68	2.34	NR
22.	Tamilnadu	563.60	563.6	155.80	915.08	571.21	569.28	453.18	368.65	462.18
23.	Tripura	12.34	12.34	3.77	61.43	30.62	21.11	60.84	35.95	32.62
24.	Uttar Pradesh	1777.92	1777.92	1264.47	2922.26	2416.16	1695.47	1447.21	1111.56	900.76
25.	West Bengal	558.14	274.49	35.23	911.61	529.17	285.78	451.46	199.23	178.34
26.	A&N Islands	1.34	.69	NR	2.21	0.02	0.02	1.09	0.00	NR
27.	Chandigarh	3.19	0.00	0.00	5.36	0.05	0.00	2.65	0.00	NR
28.	D&N Haveli	0.61	.29	NR	0.95	0.48	0.44	0.47	0.71	NR
29.	Daman & Diu	0.41	.18	0.09	0.63	0.24	0.18	0.31	0.04	0.10
30.	NCT Delhi	44.34	0.00	0.00	74.66	37.68	4.89	36.97	0.00	12.1
31.	Lakshadweep	0.23	.22	0.00	0.32	0.01	0.03	0.16	0.00	0.07
32.	Pondicherry	3.56	1.78	0.00	5.99	0.06	1.64	2.96	4.44	NR
Total		8736.53	5847.13	2594.15	14479.68	6757.44	5244.05	8024.48	4957.96	4200.33

NR : Not Reported

\*Exp. reported by the various States/UTs

[Translation]

#### Construction of Railway Lines In MP

1329. SHRI LARANG SAI : Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any proposal to link Bastar, Sarguja, Jhabua and Seedhi area of Madhya Pradesh with Railway lines:

(b) if so, the reasons for not linking the above area so far; and

(c) the time by which the above area is likely to be linked with Railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) Rewa-Singrauli line in Seedhi and Bishrampur-Ambikapur line in Sarguja have been included in the Budget and would be taken up after obtaining the requisite clearances for which

action has been initiated.

Dallirajahara-Jagdarpur line in Bastar has been sanctioned on cost sharing basis and would be taken up as soon as SAIL deposit their share of cost. An MOU has already been signed in this regard.

As regards Maksi-Dewas-Indore-Godhra line in Jhabua, the work is sanctioned and is currently in progress between Dewas and Maksi which is the first phase of this project and would be completed within the 9th plan. The second phase from Indore to Godhra would be taken up thereafter.

#### Gauge Conversion of Mahu-Neemuch Rail Line

1330. SHRI KANTILAL BHURIA : Will the Minister of RAILWAYS be pleased to state:

(a) Whether the gauge conversion of Mahu-Neemuch rail line has been approved; and

(b) if so, the details thereof and the time by which this work is likely to be commenced and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF

PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Work on Neemuch-Ratlam section is already in progress and is targetted to be completed within the 9th plan. Gauge conversion of the rest of the section i.e. Ratlam-Mhow is not yet sanctioned.

[English]

**Infiltration by Foreign Poachers  
in A&N Islands**

1331. SHRI MANORANJAN BHAKTA : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware of regular infiltration of Foreign Poachers in A&N Islands;

(b) if so, the number of Poachers held; Vessels apprehended; arms and ammunitions detected and the follow-up action taken during each of the last three years; and

(c) the action contemplated for the safety and security of A&N Islands?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) Yes, Sir.

(b) to (c) A statement is attached.

**Statement**

1. The details regarding the vessels and crew apprehended year-wise are indicated below:-

Year	Number of Vessels	Number of Crew
1995	6	48
1996	15	140
1997	39	150
1998(Till May 1998)	12	154

2. All the apprehended vessels and crew were handed over to Andaman & Nicobar Administration for taking appropriate action under Maritime Zones of India Act and rules thereunder.

3. Coast Guards ships and aircrafts in coordination with Navy maintain regular surveillance and patrolling in Andaman & Nicobar Islands to check illegal activities and ensure safety and security of Andaman & Nicobar Islands. In addition to above Army and Air Force units are also used to augment the surveillance as and when required.

[Translation]

**BALCO**

1332. SHRIMATI SURYAKANTA PATIL : Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of Ancillary units registered at present for various works of BALCO Aluminium Plant;

(b) the names of the works for which these have been registered; and

(c) the details of new Ancillary units to be registered?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) There are 13 ancillary units registered at present with Bharat Aluminium Co. Ltd. (BALCO) for various works.

(b) These units are registered mainly for Ferrous and Non-Ferrous castings, Burnt lime, Machining Items, Fabrication, Covering Flux Degasser, etc.

(c) At present, BALCO have no proposal to register new ancillary units.

**Linking of Backward Area with Main Rail Line**

1333. PROF. JOGENDRA KAWADE : Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposed schemes to link backward area of Maharashtra with main railway lines;

(b) the status of Gondia-Nagbhid-Mool Girchiroli-Chanderpur rail line;

(c) whether the survey of Varora-Umrer-Chimur rail line has been completed;

(d) the time by which the Construction work of the above line is likely to be commenced and completed;

(e) whether there is any proposal to convert Nagpur-Nagbhir narrow gauge line into broad gauge line; and

(f) if so, the time by which the above work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) A number of new rail line projects have been taken up to link the backward areas of Maharashtra. These are as under:-

NAME OF PROJECT	PRESENT PROGRESS
<b>NEW LINES</b>	
i. Amravati-Narkhed	The work is in progress. Earthwork has been taken up on 18 out of 27 sections and 90% work on Amravati station building has been completed.
ii. Ahmednagar-Beed-Parli Vajinath	The Final Location Survey has been completed for 15 kms. from Ahmednagar end and land acquisition proceedings are in progress together with construction of station building at Beed. Work would be take up, once State Government makes available the land.
iii. Baramati-Lonand via Phaltan	The work has been included in the Budget, 1997-98 and will be taken up after the requisite clearances have been obtained.

(b) The gauge conversion of Gondia-Nagbhid-Chanda Fort section has been completed. Work on the parallel additional line between Chanda Fort-Ballarshah is in progress and is presently targetted for completion by 31.12.98.

(c) Yes, Sir.

(d) Due to the unremunerative nature of the line and the severe resource constraints being faced by Railways, the project could not be considered further.

(e) and (f) A survey for gauge conversion of Nagpur-Nagbhid line has been taken up. Further consideration of the project will be possible, once the survey report becomes available.

[English]

#### Slum Improvement Programme

1334. SHRI A. SIDDARAJU : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) the amount released for Slum Improvement Programmes during 1997-98, State-wise; and

(b) the number of slums improved during the above period?

THE MINISTER OF URBAN AFFAIR AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) and (b) Under National Slum Development Programme (NSDP) during 1997-98, Rs. 268.39 crores were released by the Department of Expenditure as Additional Central Assistance to States. The details of State-wise released of funds given in the enclosed Statement. This programme is monitored at the State level.

Prior to July 1996, Environmental Improvement of Urban Slums (EIUS) was a part of Minimum Needs Programme (MNP) thereafter, it was replaced by Basic

Minimum Services Programme. Hence, Annual Plan 1996-97 onwards, Planning Commission do not separately indicate the outlays approved under MNP in the approval letters issued by the Planning Commission. As per the information available with this Ministry about 8.85 lakhs slum dwellers were benefited under this programme by Feb., 1998 during the year 1997-98.

#### Statement

#### Release of Additional Central Assistance for Slum Development Scheme 1997-98

(Rupees in lakhs)

S. No.	States	Amount Allocated	Amount Released
1	2	3	4
<b>I. SPECIAL CATEGORY STATES:</b>			
1.	Arunachal Pradesh	100	88
2.	Assam	284	207
3.	Himachal Pradesh	100	88
4.	Jammu & Kashmir	418	374
5.	Manipur	100	88
6.	Meghalaya	100	88
7.	Mizoram	100	88
8.	Nagaland	100	88
9.	Sikkim	100	88
10.	Tripura	100	88
	<b>TOTAL-I:</b>	<b>1502</b>	<b>1285</b>
<b>II. NON-SPECIAL CATEGORY STATES:</b>			
1.	Andhra Pradesh	2945	2205

1	2	3	4
2.	Bihar	2425	1818
3.	Goa	100	88
4.	Gujarat	1830	1368
5.	Haryana	469	429
6.	Karnataka	1621	1455
7.	Kerala	932	847
8.	Madhya Pradesh	1898	1738
9.	Maharashtra	4573	4191
10.	Orissa	577	528
11.	Punjab	904	825
12.	Rajasthan	1345	1232
13.	Tamil Nadu	2442	2233
14.	Uttar Pradesh	4011	3674
15.	West Bengal	3166	2893
TOTAL-II :		29238	25554
GRAND TOTAL (I + II) :		30740	26839

#### Import of Wagons

1335. SHRI RAMKRISHNA BABA PATIL : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have withheld decision to import rail wagons: and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS. MINISTER OF STATE IN THE MINISTRY OF PARLIAMENT AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No Sir. There is no proposal for import of rail wagons by Indian Railways.

(b) Does not arise.

[Translation]

#### Gulbarga Airport

1336. SHRI BASWARAJ PATIL SEDAM : Will the Minister of CIVIL AVIATION be pleased to state :

(a) since when Gulbarga Airport is under construction and the progress of the work;

(b) the amount spent thereon so far alongwith the amount allocated for it, year-wise; and

(c) the time by which the work is likely to be

completed?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) Gulbarga airport belongs to the State Government of Karnataka.

#### Export of Minerals

1337. SHRI CHANDRASHEKHAR SAHU : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the National Mineral Development Corporation has been exporting its products on its own;

(b) if so, the details of the products exported during the last three years alongwith their value, year-wise; and

(c) the efforts made by the Government to boost the export of these products?

THE MINISTER OF STEEL AND MINES (SHRI NAVEEN PATNAIK) : (a) The National Mineral Development Corporation Limited (NMDC) exports iron ore through MMTC Ltd., which has been designated as canalising agency for export of iron ore with iron content above 64% as per existing Export-Import Policy.

(b) Information is being collected.

(c) Some of the steps taken/being taken by the Govt. to increase export of iron ore are:

- i) Review of quantitative ceilings for export of iron ore.
- ii) Decanalisation of export of iron ore containing Fee content upto 64%.
- iii) Entering into new markets for export of iron ore.
- iv) Entering into Long-Term contracts for export of iron ore.

#### Air Services on New Routes

1338. SHRI DATTA MEGHE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of new air-routes in the country, where air-service is likely to be started during the year 1998-99; and

(b) the countries for which new air-services would be started?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) The domestic operators are free to airlink new stations based on their commercial judgement and subject to adhering to the conditions of route dispersal guidelines laid down by the Government. Foreign carriers can operate services on the routes where traffic rights are available to them under the bi-lateral agreements between

the Government of India and Government of the country concerned. Indian Airlines and Air India have, at present, no plans to provide new air links.

[English]

#### Construction of New Railway Lines

1339. SHRI A. VENKATESH NAIK : Will the Minister of RAILWAYS be pleased to state:

(a) the details of surveys conducted for construction of new railway lines from 1996 onwards till date:

(b) whether survey for construction of Mehboob Nagar-Koppal via Raichur a new railway line has also been conducted;

(c) if so, the present position of the project; and

(d) the time by which construction work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (d) The information is being collected and will be laid on the Table of the Lok Sabha.

[Translation]

#### Allotment of Stalls at Railway Stations

1340. SHRI HARIKEWAL PRASAD : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Mumbai High Court had given a Stay Order on direct allotment of catering stalls at railway stations;

(b) if so, the grounds on which the stalls are being allotted to multinational soft drink companies, like Pepsi and Coco Cola at Delhi, New Delhi; Nizamuddin and other railway stations;

(c) whether this step amount to provide special facility to the multinational companies; and

(d) if so, whether this facility would also be extended to the Indian catering contractors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir. However, the stay has been subsequently vacated.

(b) No direct allotment of stalls is being made. automatic dispensing machines for sale of hot and cold beverages of Indian and multinational companies are being

installed at important railway stations as per prescribed procedure and guidelines.

(c) No, Sir.

(d) Does not arise.

[English]

#### Dollar Based Fare

1341. SHRI MADHAVRAO SCINDIA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the domestic airlines have made proposals to the Government to raise the dollar based fares in the context of devaluation of the rupee;

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

(c) the decision of the Government thereon?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir.

(b) and (c) Do not arise.

#### Dilapidated Coaches

1342. SHRI P. SANKARAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken any steps to remove the dilapidated coaches attached to some trains running between Mangalore, Shoranore, Calicut and Palakkad; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No dilapidated coaches are attached to any train running between Mangalore-Shoranur, Calicut and Palakkad sections. Moreover, all coaches used on trains running in this region are well within their economic service life.

(b) Does not arise.

#### Losses Due to Selling of Semi-precious Stone

1343. DR. T. SUBBARAMI REDDY : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the State Government of Andhra Pradesh is losing crores of rupees due to official ineptitude and non-cooperation from the mining department of the Government;

(b) if so, whether the neighbouring States were selling the locally mined semi-precious stones (colour stones) at a high premium in the international market;

(c) if so, the serious efforts that have been made by the State Government as well as by the Department of Minerals to check the illegal activity and streamlining the trade;

d) whether the Union Government took a decision in 1996 to auction the mines on an experimental basis; and

e) if so, the steps the Government propose to take to check the illegal trade of stones in the State of Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) to (e) Information is being collected from the State Government of Andhra Pradesh and will be laid on the Table of the House.

[Translation]

#### Flouride In Drinking Water

1344. SHRI RAMPAL UPADHYAY : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether a large number of villagers are affected due to the presence of flouride contents in potable water in Rajasthan;

(b) if so, the names of such villages which are affected by it;

(c) whether any funds have been provided during the current financial year in order to give respite to the people of flouride affected villages; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) to (d) As per reports of the State Governments, around 0.14 lakh habitations are affected with excess flouride in the water in the State of Rajasthan. The Government of India has been providing fund to the State Government for the implementation of schemes for providing safe drinking water. After 1.4.1998, states have been given full powers to deal with water quality issues including excess flouride.

[English]

#### Storage Facility for Defence Products

1345. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of DEFENCE be pleased to state:

(a) whether safe storage facility is lacking in our ammunition and other explosives; and

(b) the steps, if any, being taken to provide safe storage facility for Defence products like ammunition,

bombs etc.?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) and (b) Yes, Sir. There is a shortage of storage accommodation. However, within the constraints, all efforts have been made to keep the ammunition, safe and secure. For augmentation of storage accommodation in ammunition Depots, a number of projects have been approved and included in the Major Works Programme for 1998-99.

[Translation]

#### Sick Iron Ore Mines

1346. SHRIMATI KAMAL RANI : Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of sick iron ore mines in Uttar Pradesh at present;

(b) the reasons therefor alongwith the date from which these have been declared sick;

(c) whether the Government propose to revive them; and

(d) if so, the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) As per the information available, there are no iron ore mines in Uttar Pradesh at present. Hence, the question of their being sick does not arise.

(b) to (d) Does not arise in view of reply to part (a) above.

[English]

#### Setting up of Railway Workshop

1347. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no workshop of Railways under the East Coast Railway Zone except one at Mancheswar;

(b) if so, whether the Government propose to set up workshop at Berhampur under East Coast Railway; and

(c) if not, the place identified for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION. (SHRI RAM NAIK) : (a) The existing workshops on Indian Railway have not yet been distributed to the newly created zones including the East Coast Zone.

(b) No, Sir.

(c) The Rolling Stock maintenance facilities in the existing workshops are considered adequate to meet the Railways requirement and as such there is no plan, at present, to set up a new workshop.

[Translation]

#### Air Service for Neemach

1348. DR. LAXMINARAYAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any request has been made to start air services in Neemach in Mandasaur district of Madhya Pradesh;

(b) whether the said air strip is quite appropriate for its development as an airport; and

(c) if so, the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) No, Sir. The airstrip at Neemach belongs to Central Reserve Police Force. Scheduled Airlines have not projected any plans to operate through Neemach.

#### Operation of Private Sector Airlines on I.A. Routes

1349. SHRI VIJAY GOEL : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some private sector airlines had been granted permission to operate in the Indian air space during the last few years and the number of companies still operating and those closed down presently;

(b) the number of companies out of these which are following the guidelines issued by the Director General of Civil Aviation; and

(c) the names of the companies which are not following these guidelines and the action taken by the Government against them?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) There are, at present, 5 private scheduled airlines :

1. M/s Archana Airways
2. M/s Jet Airways
3. M/s Sahara India Airlines
4. M/s NEPC Airlines
5. M/s Skyline-NEPC Ltd.

Out of these, only the first three are operating scheduled services. The other two are not in operation due to various reasons including non-availability of operational aircraft.

The operating permits of M/s. East West Airlines and Modiluft Ltd. have expired. They have applied afresh for grant of NOC to operate scheduled air services.

(b) and (c) All the private airlines are required to follow the guidelines issued by the DGCA. However, during surveillance and safety audit of operators, a few major cases of violation of regulations and procedures have been noticed by the DGCA and action taken thereon, details of which are given in the annexed enclosed Statement.

#### Statement

##### *Details of Cases and Action Taken by DGCA on the violations of Regulations and procedures by Domestic Airlines*

Details of cases	Action taken
1. Non-compliance of route dispersal guidelines by M/s. Modiluft, East West Airlines, Skyline NEPC and M/s. Sahara India Airlines.	Flights on Category-I (Trunk routes) were curtailed.
2. Non-compliance of safety rules and regulations by M/s. Damania Airways and M/s. India International Airways.	Operating permits were suspended.
3. Non-adherence to laid down procedures and safety requirements for carrying out certain maintenance works by M/s Sarava Aviation. Jagson Airlines, Sahara India Airlines.	Approvals granted for carrying out certain maintenance work suspended.
4. Non-adherence to laid down safety rules/regulations and safety procedures by a number of pilots and engineers.	Licences were suspended.

### Transportation of Goods

1350. SHRI MOHAN SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) The details of agreement between the Container Corporation of India and Indian Railways for transportation of goods;

(b) whether, the Railways held responsible for those goods which are booked by the Container Corporation of India and damaged inside the Railway premises; and

(c) if not, the name of the agency which is held responsible for such damaged and against whom claims of compensation filed as per the rules?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) The agreement between the Ministry of Railways and the Container Corporation of India Ltd. (CONCOR) contains guidelines in respect of booking and delivery of containerised traffic for carriage by Indian Railways, collection of freight and other charges relating thereto, payment of haulage charges by CONCOR to the respective Railways, maintenance of documents relating thereto, settlement of claims of customers etc. and all other rail-related matters specifically agreed upon between both the parties from time to time.

(b) and (c) Yes, Sir. The Railways in accordance with the provisions of the Railways Act. 1989 reimburse all claims on container traffic settled by CONCOR while such containers were in Railway's custody. However, CONCOR is responsible for all claims arising out of traffic booked by them.

### Funds to Panchayati Raj Institutions

1351. SHRI MOTILAL VORA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the amount allocated for trainees or office bearers of Panchayati Raj Institutions during the year 1997-98, State-wise;

(b) whether the amount sanctioned to Madhya Pradesh is adequate as compared to the number of such institutions in the State;

(c) if not, whether the Government propose to allocate more funds to the States; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) to (d) A provision of Rs. 3 crore was made during 1997-98 for all activities under Panchayati Raj, from

which limited financial assistance was extended to the State Governments on demand, in support of their training and awareness generation effort among Panchayati Raj Institution elected members and functionaries. In 1997-98, on the demand by the Government of Madhya Pradesh, Rs. 74.72 lakh was released by the Ministry of Rural Areas & Employment for training and awareness purposes.

[English]

### Extension of Madurai-Quilon Passenger Train

1352. SHRI V.M. SUDHEERAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the much needed demand for the extension of Madurai-Quilon passenger Train up to Alleppey and for the introduction of an additional Push-Pull train in the Kayankulam-Alleppey-Ernakulam sector; and

(b) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) There have been demands for extension of Madurai-Quilon Passenger to Alleppey and for introduction of additional Pushpull trains on Kayankulam-Alleppey-Ernakulam sector. The same have been examined but not found feasible due to operational and resource constraints.

### Production of Sponge Iron

1353. SHRI K.P. NAIDU : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Government have evolved any long-term policy to encourage sponge iron plants;

(b) if so, the details thereof; and

(c) the present level of production of sponge iron in the country, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) Yes, Sir.

(b) The important policy measures are:

- i) freeing the sector from requirements of licensing and registration, save for certain locational restrictions;
- ii) permitting Foreign Direct Investment (FDI) upto 74% of equity and Foreign Technology Collaboration Agreements upto US\$ 2 million on the Automatic Approval route; and
- iii) assisting the sector in obtaining allocation of coal and natural gas.

(c) Production of sponge iron in the country during 1997-98 (Provisional) was 5.31 million tonnes. A State-wise break up is as follows :

State	Production (in million tonnes)
Andhra Pradesh	.083
Bihar	.145
Gujarat	1.701
Karnataka	.055
Madhya Pradesh	.940
Maharashtra	2.161
Orissa	.218
Tamil Nadu	.009
Total :	5.312

#### Uneconomic International Routes of IA and AI

1354. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the international routes identified by Indian Airlines and Air India as uneconomical; and

(b) the reasons for not allowing private airlines to operate on those uneconomical international routes?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Indian Airlines has been incurring losses on the Varanasi/Kathmandu route.

Air India has been incurring losses on its operations to USA, Canada, UK, Europe, East Africa, Hong Kong, Japan, Israel, Singapore and South Korea.

(b) Under the current policy, Government does not designate private airlines for operation on international sectors.

#### Mineral Wealth of Jammu and Kashmir

1355. SHRI CHAMAN LAL GUPTA : Will the Minister of STEEL AND MINES be pleased to state:

(a) the efforts made by the Government to explore and utilise mineral wealth of Jammu and Kashmir during the last three years;

(b) whether the Government are satisfied with the efforts so far made; and

(c) if not, the further planning of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) Geological Survey of India (GSI) has conducted mineral investigations

for platinoid Group of Minerals, Gold and Lithium in Kathua, Udhampur and Leh districts of Jammu & Kashmir during the last three years as per the following details:-

(i) Low Lithium content of little economic significance has been analysed in the rocks of Salal area, Udhampur district.

(ii) Content of gold and platinoids in rock of Shurok-Sumda area of Leh district is very low and not encouraging.

(b) Yes, Sir. Government is satisfied with the efforts for exploration of mineral wealth in Jammu & Kashmir. However, exploitation is not possible in view of low metal content.

(c) Question does not arise.

#### Purchase of Electrical Items by M.E.S.

1356. DR. BIZAY SONKAR SHASTRI : Will the Minister of DEFENCE be pleased to state :

(a) whether rampant corruption in the purchase of electrical items by MES has ever been noticed;

(b) if so, the details thereof;

(c) the system adopted by the MES in such purchases and the number of complaints of irregularities and corruption received during each of the last three years; and

(d) the action, the Government propose to take to streamline the system in the purchase of electrical items by MES?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) No, Sir.

(b) Question does not arise.

(c) and (d) Purchases of items by MES are generally made on DGS&D rate - contracts and only in case of emergent requirements, purchases from local markets are authorised for which competitive tenders/quotations are invited. Existing system of purchases followed by MES is functioning smoothly.

#### West Land Helicopters

1357. SHRI MOHAN RAWALE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the cost at which the Westland Helicopters were purchased alongwith their life span; and

(b) the reasons for the purchase of these helicopters?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) The cost of 21 Westland helicopters acquired by the then Helicopters Corporation of India Limited (now

Pawan Hans Helicopters Limited) was Pounds 65 million which came as an outright grant from the Government of United Kingdom. There is no fixed life for helicopters.

(b) These helicopters were acquired to provide support services to the oil sector in offshore exploration, to operate in hilly and inaccessible areas and to make charter flights available for promotion of travel and tourism.

#### Royalty Rate of Minerals

1358. SHRI RANJIB BISWAL : Will the Minister of STEEL AND MINES be pleased to state:

(a) the details of the royalty rates of minerals revised last time;

(b) whether there is a proposal to revise the royalty rates of minerals in the near future; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) The Government Gazette Notification GSR No. 214(E) dated 11.4.97 revising the rates of royalty on major minerals (other than coal and lignite) was laid on the Table of the Lok Sabha on 8.5.1997.

(b) and (c) As per provisions of Section 9(3) of the Mines and Minerals (Regulation and Development) Act, 1957, the royalty rates cannot be enhanced more than once, during any period of three years and consequently, the next revision in the rates of royalty is not due as yet.

#### Poverty Alleviation Programme

1359. SHRI TATHAGAT SATPATHY :  
SHRIMATI KAMAL RANI :  
SHRI N. DENNIS :

Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Union Government have committed to eradicate poverty by 2000 AD;

(b) if so, whether the Government have implemented several anti-poverty programmes to ensure generation of more employment, creation of assets, imparting productive skills and raising of income levels;

(c) if so, the extent to which these schemes have been implemented;

(d) the details of allocation made under the anti-poverty programmes during the last three years, State-wise;

(e) the target set by those States and actual coverage under these schemes for the above period, State-wise; and

(f) the other schemes to be introduced during 1998-99 for eradication of poverty?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) to (c) The Government is implementing several anti-poverty programmes namely Jawahar Rozgar Yojana (JRY), Employment Assurance Scheme (EAS), Million Wells Scheme (MWS), Integrated Rural Development Programme (IRDP), Development of Women and Children in Rural Areas (DWCRA) and Training of Rural Youth for Self-Employment (TRYSEM) to generate additional wage and self-employment, creation of durable assets and upgradation of skills for eradication of poverty and uplifting the families living below the poverty line in rural areas.

(d) and (e) The details of allocation of funds, targets and actual coverage under these anti-poverty programmes during the last three years, state-wise are given in the Statement I to VI.

(f) There is, however, no proposal to launch any new scheme during 1998-99.

#### Statement-I

*Details of Total Allocation of Funds and Physical Targets and Achievements under JRY during 1995-96 to 1997-98*

S.No.	State/UTs	Total Allocation During the Year			Physical Achievement (Lakh Mandays)					
		1995-96	1996-97	1997-98	95-96		96-97		97-98	
		Rs. in lakhs			Target	Achievement	Target	Achievement	Target	Achievement
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	37232.40	17372.39	19410.49	700.08	701.57	373.67	329.75	336.97	219.31
2.	Arunachal Pd.	329.58	178.30	199.21	7.99	8.24	4.42	2.79	4.94	2.23
3.	Assam	10820.18	5718.18	6389.03	178.63	179.08	98.77	91.54	110.36	73.29
4.	Bihar	78598.18	34075.58	38073.25	1245.86	1197.03	489.25	460.02	546.64	533.04

1	2	3	4	5	6	7	8	9	10	11
5.	Goa	356.09	192.65	215.25	7.96	8.38	4.39	5.30	3.32	2.55
6.	Gujarat	14754.11	6376.25	7124.30	213.23	209.42	109.14	105.20	69.00	82.81
7.	Haryana	3398.28	1531.81	1711.53	34.63	33.50	15.73	13.08	16.11	11.12
8.	Himachal Pd.	1149.09	612.16	683.98	24.27	21.45	7.63	10.82	8.52	9.13
9.	Jammu & Kashmir	3381.00	1243.93	1389.86	90.94	48.23	47.27	18.38	22.64	15.71
10.	Karnataka	24422.41	11665.34	13033.90	491.56	624.89	255.74	250.94	222.78	265.91
11.	Kerala	8029.34	4244.16	4742.08	108.01	127.75	59.73	55.45	66.74	41.82
12.	Madhya Pd.	51119.46	22014.51	24597.23	849.29	759.46	444.97	349.02	329.89	281.69
13.	Maharashtra	41658.79	18937.55	21159.28	910.75	1014.47	469.32	455.08	524.38	527.74
14.	Manipur	425.45	228.63	255.34	5.78	9.34	3.20	3.49	3.15	2.16
15.	Meghalaya	496.31	267.40	298.78	7.88	4.86	4.35	6.96	4.87	3.30
16.	Mizoram	208.04	112.65	125.86	4.15	5.20	2.29	2.46	1.59	1.91
17.	Nagaland	526.28	286.64	320.26	11.82	5.76	6.54	11.65	7.30	7.71
18.	Orissa	30642.94	14093.11	15746.50	623.47	678.31	321.32	314.19	299.18	201.82
19.	Punjab	1969.93	1089.39	1217.19	28.25	6.44	15.62	7.85	11.95	12.83
20.	Rajasthan	20825.10	9146.40	10219.44	300.89	361.72	162.92	168.12	182.03	196.14
21.	Sikkim	341.93	104.36	116.60	5.38	9.27	1.49	2.63	1.68	1.34
22.	Tamil Nadu	32634.06	15704.96	17547.45	853.09	1069.75	406.90	488.60	312.56	388.81
23.	Tripura	558.65	296.83	331.65	12.40	18.43	6.35	10.38	5.91	7.31
24.	Uttar Pradesh	87188.55	42334.91	47301.56	1320.54	1532.46	603.21	658.18	561.71	599.49
25.	West Bengal	33287.71	15569.34	17395.93	433.38	414.75	221.86	178.53	206.58	84.60
26.	A&N Islands	154.18	84.41	94.31	2.26	2.59	1.25	0.82	1.04	0.13
27.	D & N Haveli	83.92	45.81	51.18	1.42	0.64	0.65	1.02	0.73	0.49
28.	Daman & Diu	49.28	26.99	30.16	1.55	1.11	0.85	0.50	0.45	0.56
29.	Lakshadweep	76.70	42.32	47.28	1.45	1.05	0.80	0.88	0.90	1.46
30.	Pondicherry	151.86	82.64	92.34	3.16	3.10	1.74	2.91	1.00	0.51
	All India :	484869.76	223679.48	249921.18	8490.07	8058.25	4141.37	4096.52	3864.90	3576.92

#### Statement-II

*Details of Total Fund Available and Lakh mandays of Employment Generated Under EAS during 1995-96 to 1997-98*

Sl.No.	Name of the States/UTs	Total Funds Available During			Physical Achievement (Lakh Mandays)		
		1995-96	1996-97	1997-98	1995-96	1996-97	1997-98
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	19321.80	32209.76	24213.64	252.42	437.35	505.06
2.	Arunachal Pradesh	2824.77	2994.47	3304.06	50.67	38.05	28.58
3.	Assam	13324.10	17026.12	14192.75	181.82	162.38	141.53

1	2	3	4	5	6	7	8
4.	Bihar	27914.60	41569.73	33983.10	254.44	324.49	420.45
5.	Goa	0.00	100.00	275.00	0.00	0.00	2.92
6.	Gujarat	11837.57	13398.42	10486.83	92.45	122.98	92.71
7.	Haryana	5504.62	5039.90	5983.08	52.11	24.10	18.45
8.	Himachal Pradesh	1113.76	2645.71	4548.99	6.86	13.44	35.65
9.	Jammu & Kashmir	10683.95	8793.46	10185.99	129.96	91.64	90.84
10.	Karnataka	16722.36	19027.45	18162.92	268.73	314.18	349.41
11.	Kerala	2684.92	3985.52	6890.83	32.47	28.76	47.26
12.	Madhya Pradesh	33501.25	38887.30	38318.70	388.02	379.22	328.71
13.	Maharashtra	18611.64	16728.65	20250.62	293.23	309.72	363.24
14.	Manipur	1743.09	1755.98	1314.53	31.21	16.72	13.75
15.	Meghalaya	1246.62	1359.32	538.29	8.30	5.90	9.46
16.	Mizoram	1572.58	1500.00	1005.54	40.91	32.26	17.88
17.	Nagaland	2949.98	4631.78	3707.05	49.00	72.65	68.17
18.	Orissa	16578.71	23979.35	20997.61	311.06	439.36	382.14
19.	Punjab	0.00	1225.00	2397.43	0.00	NR	1.12
20.	Rajasthan	22684.19	20901.63	19538.55	288.02	212.65	250.06
21.	Sikkim	494.19	275.00	280.02	16.01	4.45	7.41
22.	Tamil Nadu	12029.93	22854.95	25900.63	211.35	468.42	558.28
23.	Tripura	1950.00	2700.00	2504.92	43.20	44.73	54.46
24.	Uttar Pradesh	27139.35	37038.31	56775.10	318.23	319.94	522.76
25.	West Bengal	14399.53	17182.85	16445.11	143.08	162.76	100.07
26.	A&N Islands	45.48	35.20	89.60	0.11	0.32	0.14
27.	D & N Haveli	50.33	90.16	40.55	0.23	0.47	0.35
28.	Daman & Diu	21.54	28.49	20.89	0.36	0.02	0.34
29.	Lakshadweep	214.06	309.73	115.47	1.02	2.06	1.28
30.	Pondicherry	NR	60.00	120.00	0.00	NR	0.06
All India :		267145.00	338334.23	342588.79	3465.27	4030.02	4412.54

\*EAS is demand driven scheme and as such no targets are fixed.

#### Statement-III

*Details of Allocation of funds and physical achievement under MWS during 1995-96 to 1997-98*

S.No.	States/UTs	Total Allocation of funds during			Number of Wells Constructed during*		
		1995-96	1996-97	1997-98	1995-96	1996-97	1997-98
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	4342.14	4342.14	4342.14	108999	13169	7952
2.	Arunachal Pradesh	44.58	44.58	44.58	130	89	19
3.	Assam	1429.41	1429.41	1429.41	1865	2332	993

1	2	3	4	5	6	7	8
4.	Bihar	8516.94	8516.94	8516.94	25476	22911	23307
5.	Goa	48.16	48.16	48.16	37	33	16
6.	Gujarat	1593.91	1593.91	1593.91	4107	3148	2773
7.	Haryana	382.88	382.88	392.88	572	363	483
8.	Himachal Pradesh	153.04	153.04	153.04	138	670	602
9.	Jammu & Kashmir	310.99	310.99	310.99	1673	1544	1182
10.	Karnataka	2915.55	2915.55	2915.55	5236	3004	3096
11.	Kerala	1060.71	1060.71	1060.71	3468	2268	3976
12.	Madhya Pradesh	5502.11	5502.11	5502.11	35654	19950	15296
13.	Maharashtra	4733.53	4733.53	4733.53	8770	8002	8324
14.	Manipur	57.14	57.14	57.14	520	429	218
15.	Meghalaya	-66.85	66.85	66.85	732	885	468
16.	Mizoram	28.16	28.16	26.16	425	483	325
17.	Nagaland	71.66	71.66	71.66	0	80	608
18.	Orissa	3522.49	3522.49	3522.49	24263	18349	15798
19.	Punjab	272.28	272.28	272.28	0	0	0
20.	Rajasthan	2285.93	2285.93	2285.93	2457	2369	2128
21.	Sikkim	26.09	26.09	26.09	364	91	89
22.	Tamil Nadu	3925.23	3925.23	3925.23	10899	5962	3628
23.	Tripura	74.21	74.21	74.21	2049	1221	801
24.	Uttar Pradesh	10581.64	10591.64	10591.64	518	43	44
25.	West Bengal	3891.19	3891.19	3891.19	2402	1461	403
26.	A&N Islands	21.11	21.11	21.11	6	13	4
27.	D & N Haveli	11.46	11.46	11.46	24	8	16
28.	Daman & Diu	6.76	6.76	6.76	0	0	2
29.	Lakshadweep	10.58	10.58	10.58	0	0	140
30.	Pondicherry	20.66	20.66	20.66	1	0	0
	All India	55907.36	55907.36	55907.36	142685	108897	92689

\*Targets are not fixed under MWS

#### Statement-IV

*Details of Total Allocation of Funds and Physical Targets and Achievements under IRDP during 1995-96 to 1997-98*

S.No.	State/UTs	Financial Performance (Rs. in lakhs)			Physical Achievement (No. of Families)*		
		Total Allocation during the year			1995-96	1996-97	1997-98 (Prov.)
		1995-96	1996-97	1997-98			
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	8336.41	8336.41	8612.22	122863	203135	127776
2.	Arunachal Pradesh	623.43	623.43	644.06	14381	10695	5744

1	2	3	4	5	6	7	8
3.	Assam	2743.50	2743.50	2834.24	59030	38087	26560
4.	Bihar	16218.24	16218.24	16754.80	265525	244764	196685
5.	Goa	141.87	141.87	146.58	1486	1982	897
6.	Gujarat	3059.22	3059.22	3160.44	55686	47545	41822
7.	Haryana	735.33	735.33	759.66	29771	17202	10853
8.	Himachal Pradesh	239.78	239.78	247.72	6606	7990	5548
9.	Jammu & Kashmir	999.09	999.09	1032.16	13189	11474	8487
10.	Karnataka	5594.91	5594.91	5780.00	119685	116900	94688
11.	Kerala	2036.15	2036.15	2103.50	43357	48690	44191
12.	Madhya Pradesh	10565.39	10565.39	10914.94	210692	168123	138810
13.	Maharashtra	9087.73	9087.73	9388.40	181597	161018	147640
14.	Manipur	449.59	449.59	464.48	6077	7256	4258
15.	Meghalaya	477.57	477.57	493.36	4534	6822	5167
16.	Mizoram	201.82	201.82	208.50	5085	3059	2876
17.	Nagaland	335.69	335.69	346.80	2531	2064	835
18.	Orissa	6763.85	6763.85	6987.62	120669	102741	75343
19.	Punjab	521.53	521.53	538.78	11786	7160	6107
20.	Rajasthan	4388.01	4388.01	4533.18	92818	70304	45408
21.	Sikkim	55.95	55.95	57.80	2843	2249	1792
22.	Tamil Nadu	7537.14	7537.14	7786.50	183895	152597	180696
23.	Tripura	641.42	641.42	662.64	14657	13725	4911
24.	Uttar Pradesh	20316.50	20316.50	20988.66	355916	364552	351146
25.	West Bengal	7472.20	7472.20	7719.42	161724	110280	73770
26.	A&N Islands	70.94	70.94	73.29	832	591	480
27.	D & N Haveli	14.99	14.99	15.49	274	168	179
28.	Daman & Diu	27.97	27.97	28.90	310	304	181
29.	Lakshadweep	6.99	6.99	7.22	18	30	27
30.	Pondicherry	57.95	57.95	59.87	1563	1293	898
	All India	109721.16	109721.16	113351.23	2089400	1922800	1603775

\*Since 1995-96 Targets are not fixed.

#### Statement-V

*Details of Allocation of funds and Physical Targets and Achievements under TRYSEM during 1995-96, 1996-97 and 1997-98*

S. No.	State/UTs	Financial Performance (Rs. in lakhs)			Physical Achievement (in Nos.)					
		Total Allocation during the year			95-96		96-97		97-98	
		1995-96	1996-97	1997-98	Target	No. of Trained Youth	Target	No. of Trained Youth	Target	No. of Trained Youth
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	684.92	290.64	884.92	38271	19846	38534	83716	38534	14214

1	2	3	4	5	6	7	8	9	10	11
2.	Arunachal Pradesh	51.22	9.06	51.22	1000	1277	1200	739	750	252
3.	Assam	225.40	105.45	225.40	9000	10317	9000	6277	9278	2290
4.	Bihar	1274.48	248.30	1274.48	56370	26287	56370	34477	56370	24146
5.	Goa	11.66	5.84	11.66	3000	3896	2000	3863	2000	1339
6.	Gujarat	251.34	302.39	251.34	8976	10958	7500	9371	5700	7284
7.	Haryana	60.40	25.69	60.40	1010	3582		3519		1379
8.	Himachal Pradesh	19.80	65.23	19.80	707	894		803	707	545
9.	Jammu & Kashmir	140.00	27.84	140.00	5023	4326		4294	0	1847
10.	Karnataka	459.84	164.55	459.84	18251	16802	16422	18096	16422	15914
11.	Kerala	167.28	65.16	167.28	6080	4860	6080	5036	6080	3019
12.	Madhya Pradesh	867.96	360.40	867.96	68850	60107	34425	39806	18360	8785
13.	Maharashtra	746.64	256.17	746.64	14290	5764	21500	21447	20100	18234
14.	Manipur	36.94	9.24	36.94	717	117	717	362		766
15.	Meghalaya	39.24	5.34	39.24	791	292		352	0	258
16.	Mizoram	16.58	8.30	16.58	770	692	1200	445	501	370
17.	Nagaland	27.58	13.78	27.58	617	227	720	486	0	0
18.	Orissa	555.72	199.51	555.72	18840	6388	18840	18555	18840	10354
19.	Punjab	43.00	16.46	43.00	3210	2670	2376	1824	1800	1656
20.	Rajasthan	360.52	72.80	360.52	10000	9269	10000	5766	10000	3179
21.	Sikkim	4.60	2.30	4.60	533	408		660	600	0
22.	Tamil Nadu	619.24	235.67	619.24	0	11561		7687		7280
23.	Tripura	52.68	19.36	52.68	2500	3838	2000	2597	2500	2775
24.	Uttar Pradesh	1669.12	752.00	1669.12	60400	63721	60400	69272	55330	32662
25.	West Bengal	613.84	187.75	613.84	23704	22557		24199	23560	16088
26.	A & N Islands	11.74	7.72	11.74	420	279	420	486	320	58
27.	D & N Haveli	2.48	1.24	4.62	0	0		75	0	120
28.	Daman & Diu	4.62	2.31	2.48	0	87	75	107	75	82
29.	Lakshadweep	1.16	0.58	1.16	50	3	50	12	0	0
30.	Pondicherry	5.00	5.00	5.00	500	625	250	8	200	138
All India :		9025.00	3466.08	9025.00	353980	291450	290076	364337	288027	175034

## Statement-VI

*Details of allocation of funds and physical targets and achievements under DWCR A during 1995-96 to 1997-98*

S. No.	State/Union Territories	Total allocation of funds during (Rs. lakhs)			1995-96		1996-97		1997-98	
		1995-96	1996-97	1997-98	Physical Targets (No. of Groups)	Groups Formed	Physical Targets (No. of Groups)	Groups Formed	Physical Targets (No. of Groups)	Groups Formed
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	431.25	540.82	359.38	2875	17164	2875	17737	2875	7178
2.	Arunachal Pd.	26.85	22.38	22.30	179	174	179	126	179	103
3.	Assam	170.25	213.70	141.88	1135	856	1135	823	1135	29
4.	Bihar	456.30	380.25	380.25	3042	2697	3042	2415	3042	1767
5.	Goa	5.40	4.50	4.50	36	36	36	36	136	36
6.	Gujarat	154.95	194.65	129.13	1033	1092	1033	1026	1033	1194
7.	Haryana	87.90	98.45	73.25	586	571	586	711	1586	442
8.	Himachal Pd.	45.60	44.30	38.00	304	265	304	129	304	283
9.	Jammu & Kashmir	132.00	110.00	110.00	880	642	880	705	690	472
10.	Karnataka	232.20	290.52	193.50	1548	755	1548	2128	1548	2229
11.	Kerala	108.00	135.36	90.00	720	797	720	962	720	1201
12.	Madhya Pradesh	419.25	349.38	349.38	2795	1592	2795	1136	2795	2717
13.	Maharashtra	343.20	286.00	286.00	2288	2175	2288	2522	2268	1699
14.	Manipur	36.75	30.63	30.63	245	259	245	265	245	90
15.	Meghalaya	66.00	55.00	55.00	440	182	440	360	440	201
16.	Mizoram	10.20	8.50	8.50	68	46	68	66	68	68
17.	Nagaland	18.30	15.25	15.25	122	106	122	170	122	18
18.	Orissa	243.45	202.88	202.88	1623	1730	1623	2094	1623	1340
19.	Punjab	99.45	82.88	52.86	663	625	663	482	663	439
20.	Rajasthan	185.70	154.74	154.74	1230	962	1238	600	1238	173
21.	Sikkim	26.10	21.75	21.75	174	135	174	25	174	85
22.	Tamil Nadu	292.65	243.88	243.88	1951	1363	1951	1549	1951	1271
23.	Tripura	13.50	11.25	11.25	90	143	90	149	90	139
24.	Uttar Pradesh	610.20	764.28	508.50	4068	2252	4068	3404	4068	5574
25.	West Bengal	270.90	225.75	225.75	1806	888	1806	1758	1806	1619
26.	A&N Islands	5.80	9.77	7.25	29	26	29	59	29	19
27.	D&N Haveli	3.20	3.50	3.50	14	20	14	0	14	0
28.	Daman & Diu	2.80	4.00	4.00	16	16	16	9	16	0
29.	Lakshadweep	3.20	4.00	4.00	16	7	16	2	16	6
30.	Pondicherry	3.20	4.00	4.00	16		16	14	16	14
All India :		4504.55	4512.37	3761.39	30000	37576	30000	41462	30000	30396

[Translation]

**Conversion of Land Use :**

1360. SHRI KISHAN SINGH SANGWAN : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

- (a) the details of approved cases for conversion of land use in Delhi;
- (b) the stipulated time for according the permission for conversion of land use is fixed;
- (c) whether any cases of conversion of land use are pending for which the permission have not been accorded within the stipulated time; and
- (d) if so, the reasons therefor?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) Delhi Development Authority has reported that during the period from 1.8.90 to May, 1998, 64 cases of change of land use in the MPD-2001 have been notified.

(b) The Delhi Development Act does not stipulate any time for according permission in this regard.

(c) and (d) Does not arise.

However, there are 8 cases which are under process for change of land use.

**Introduction of Delhi-Bareilly-Lucknow Shatabdi Express**

1361. SHRI RAJVEER SINGH : Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any proposal to introduce Delhi-Bareilly-Lucknow Shatabdi Express; and
- (b) if so, the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

[English]

**Development of Roads in Rural Areas**

1362. SHRI S.S. OWAISI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government propose to provide additional assistance for the construction and matalization of roads in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether the Government propose to connect all the villages by roads in the country during Ninth Plan;

(d) if so, the details thereof; and

(e) the target fixed for Eighth Plan and achievements made in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) There is no proposal to provide additional assistance for the construction and matalization of roads in Andhra Pradesh.

(c) and (d) Ninth Plan has not yet been finalised.

(e) The Eighth Five Year Plan envisaged linking of all villages with population 1000 & above under the Minimum Needs Programme. Based on available information about 85% of such villages in the country are estimated to have been connected by all weather roads by the end of 1995-96.

[Translation]

**Installation of Substandard Radars**

1363. SHRI MOHAMMAD ALI ASHRAF FATMI : SHRI MADHAVRAO SCINDIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the radars installed at different airports do not fulfil the international standards;

(b) if so, the reaction of the Government in this regard;

(c) whether responsibility has been fixed for installing such sub-standard radars; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir. All the radars installed at different airports in the country are of international standards and fully meet ICAO requirements.

(b) to (d) Do not arise.

**A.I. Flights from Ranchi**

1364. SHRI RAM TAHAL CHAUDHARY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) Whether the Government have started a daily flight of Indian Airlines from Ranchi to Delhi and from Ranchi to Mumbai;

(b) if so, the details thereof : and

(c) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a), to (c) Indian Airlines operates a daily flight on Delhi/Patna/Ranchi/Delhi route. Due to inadequate passenger demand Indian Airlines has no plans to operate service on Mumbai/Ranchi sector. However, convenient daily connections to the passengers travelling between Ranchi and Mumbai over Delhi have been provided.

[English]

#### Fleet Expansion Plan of Indian Airlines

1365. SHRI SUSHIL KUMAR SHINDE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have cleared the fleet expansion plan of the Indian Airlines; and

(b) if so, number and type of air-craft to be procured thereunder alongwith the total cost thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Indian Airlines has inducted one A-300 Aircraft on dry lease during May, 1998. Another A-300 aircraft also on dry lease, is expected to join the fleet shortly. The cost of inducting A-300 aircraft will be around Rs.12 crores per aircraft per annum. Four A-320 aircraft are proposed to be leased-in during October/ November, 1998 and Tender Notice in this regard has already been released. Indian Airlines is also evaluating proposals for acquisition of six 50 seater aircraft.

[Translation]

#### Requirement of Wagons

1366. SHRI ASHOK PRADHAN : Will the Minister of RAILWAYS be pleased to state:

(a) the wagons made available for supplying coal to various thermal power plants in Uttar Pradesh, specially in the Western Uttar Pradesh during each of the last three years;

(b) whether the number of wagons allocated commensurate with the requisition made for them; and

(c) if not, the steps taken to allot wagons for supplying coal as per the demand to the different power plants in Uttar Pradesh ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) The year-wise details of the wagons made available for supplying coal to various thermal power plants in Uttar Pradesh during each of the last three years are as follows :

(Figures in terms of 4-wheeler wagons per day)

Year	Number of wagons supplied (daily average)
1995-96	1955
1996-97	2009
1997-98	2202

The year-wise details of the wagons made available for supplying coal to the thermal power plants in the Western Uttar Pradesh viz. Parichha, Dadri and Harduaganj during each of the last three years are as follows :

Year	Number of wagons supplied (daily average)
1995-96	500
1996-97	659
1997-98	727

(b) Yes, Sir.

(c) Does not arise.

[English]

#### Tatkal Reservation Scheme

1367. SHRI K.S. RAO : Will the Minister of RAILWAYS be pleased to state:

(a) the amount earned by various Zonal Railways during the last year on Tatkal reservation;

(b) whether the Government have received any representation against this scheme; and

(c) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) The Tatkal Reservation Scheme has been introduced on Railways with effect from 20.12.1997. The total earnings (fare and Tatkal Seva charges) from Tatkal Seva for the period from 20.12.97 upto 29.5.98 are approximately Rs.4.23 crores.

(b) No, Sir.

(c) Does not arise.

[Translation]

#### Construction of Rail Line between Lalitpur and Singarauli

1368. SHRI RAMANAND SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there was a proposal to construct rail line from Lalitpur to Singrauli;

(b) if so, whether the survey of the above line has been conducted; and

(c) if so, the time by which the construction work on the above rail line is likely to be undertaken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir.

(c) A new rail line from Lalitpur to Singrauli has been included in the Budget, 1997-98. The work will be taken up after the requisite clearances have been obtained.

[English]

#### Ring Railway System in Bangalore

1369. SHRI C.P.M. GIRIYAPPA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) whether the Government are aware that there is a long pending demand for the construction of a Ring Railway System in Bangalore; and

(b) if so, the response of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) No proposal for construction of Ring Railway System in Bangalore has been received from Government of Karnataka.

(b) Does not arise.

#### Commercialisation of Railway Land

1370. SHRI MUKUL WASNIK :  
SHRI S.S. OWAISI :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any plan to utilise the surplus railway land for commercial purposes and improving infrastructural facilities;

(b) if so, the details thereof;

(c) whether the Government have identified such surplus land and infrastructures;

(d) if so, the details thereof;

(e) whether the Government propose to construct Railway quarters for their employees on encroached surplus land; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (d) No, Sir. Railways do not have any surplus land. The land lying vacant with the railways is required for future expansion and developmental works. Railways have, however, proposed commercial utilisation of air-space over railway structures/yards in order to augment its resources. One such project has been identified at Bandra.

(e) to (f) Do not arise.

#### Projects under CAPART

1371. SHRI ANANT KUMAR HEGDE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) details of projects taken up under the Central assistance for Council of Advancement of Rural Technology in Karnataka during the last three years; and

(b) details of Progress achieved thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGAODA PATIL) : (a) The Council for advancement of Rural Technology (CART) which used to provide central assistance for implementation of projects for advancement of Rural Technology and the People's Action for Development (India) (PADI), were amalgamated in the year 1986 to constitute Council for Advancement of People's Action and Rural Technology (CAPART). Under the scheme of Advancement of Rural Technology CAPART has provided assistance for implementation of seven projects in Karnataka during the last three years (1995-96 to 1997-98) for which an amount of Rs.45.5 lakh was sanctioned.

(b) (i) Physical Progress:

Out of seven projects, one project has been completed and the remaining six are at various stages of implementation.

(ii) Financial Progress:

Out of Rs.45.5 lakh sanctioned, an amount of Rs.25.43 lakh has been released.

#### Reserve of Precious Metal

1372. SHRI SURESH CHANDEL : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether reserves of several precious metals have been discovered in Himalayan region through a survey conducted some years back;

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

(c) whether the Union Government have formulated any scheme for the excavation of these metals; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) Yes, Sir. Details of the occurrences of precious metals located in Himalayan region by the Geological Survey of India (GSI) are as follows:

Uttar Pradesh : Prospecting between Sarra and Gola rivers, Tanakpur area, Nainital Distt. has shown very low content of gold.

Himachal Pradesh : In Mubarakpur area, Una district, gold value in the sediment of upper Siwalik is very low.

Sikkim : Sulphide mineralisation in the areas namely Pachekhani, Rorathang and Relep contain minor amounts of gold. All the above gold occurrences are of very little economic value.

(c) and (d) Any Indian National or a Company as defined in Sub-section (1) of Section 3 of the Companies Act, 1956 is free to exploit the mineral reserves after getting mining lease in accordance with the provisions of Mines and Minerals (Regulation and Development) Act, 1957 and rules framed thereunder.

#### Indian Building Congress Convention

1373. SHRI K.C. KONDAIAH : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Annual Convention of Indian Building Congress held at Delhi on 28th April 1998, stressed upon the need for fast development of Villages by public and private participants;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) Hon'ble Vice President, while developing the concept of ideal village which the Father of the Nation Mahatama Gandhi had propogated, said that villages should be made so attractive, that future cities could be an organic whole of a number of villages which within this whole provide all the modern needs of the people.

(c) The Ministry of Rural Areas & Employment, through multipronged development programmes focusing on employment generation, asset creation, provision of drinking water and housing and empowerment of the Panchayats is committed to the upliftment of the Rural areas.

#### Construction of Rail Line between Jalandhar and Chandigarh

1374. SHRI SATNAM SINGH KAINTH :  
SHRI SATYA PAL JAIN :

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to lay new rail line to link Chandigarh direct with Jalandhar and Ludhiana via Nawa Shahar-Samrala-Kharar and Mohali; and

(b) if so, the details thereof and the time by which a final decision in the matter is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) There is a proposal for construction of a new line from Ludhiana to Chandigarh. The proposed alignment will pass through Samrala, kharar and Mohali but not through Nawa Shahar.

(b) The work has been included in Budget 1997-98 with the proviso that the work would be taken up after obtaining the requisite clearances. The action for obtaining the clearances has been initiated and the work would be started once these are obtained.

#### Employment Schemes in Assam

1375. SHRI NRIPEN GOSWAMI : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) the names of ongoing employment schemes in the urban areas of Assam; and

(b) the funds provided and the total number of mandays created during each of the last three years; and till date?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) The Nehru Rozgar Yojana was launched in 1989 to provide employment opportunities to urban poor beneficiaries. This scheme came to an end on 30.11.97.

The Swarna Jayanti Shahari Rojgar Yojana (SJSRY) was launched on 01.12.97. The SJSRY applies to all urban areas and it seeks to provide gainful employment to urban unemployed under employed poor living below the poverty line through encouraging the setting up of self employment ventures or provision of wage employment.

(b) The funds released and mandays generated under the wage employment component of NRY during the last three years in Assam are as follows :

Year	Funds released for wage employment under NRY (Rs. in lakhs)	Mandays of work generated (in Lakhs)
1995-96	67.70	1.36
1996-97	67.70	0.85
1997-98	28.54	0.57

Under Swarna Jayanti Shahari Rojgar Yojana Central funds amounting to Rs. 171.51 lakhs was released to Assam under urban wage Employment Programme (UWEP) component, whereas under the Urban Self employment Programme (USEP) central funds amounting to Rs. 251.65 lakhs were released during 1997-98.

#### Laying of New Railway Lines in Andhra Pradesh

1376. SHRI K. YERRANNAIDU :  
SHRI G. GANGA REDDY :

Will the Minister of RAILWAYS be pleased to state :

	NAME OF PROJECT	REGION	PRESENT PROGRESS
i.	Nandyal-Yerraguntla	Rayalaseema	This is an ongoing work for which Final Location Survey has been completed. Land acquisition papers and plans are under preparation. The actual work would start as soon as land is made available by the State Government.
ii.	Peddapalli-Karimnagar Nizamabad	Telangana	The work has been under-taken in phases. In the first phase between Peddapalli and Karimnagar earthwork and work on bridges is in good progress. This phase is presently targetted for completion within the 9th Plan.  Work on the second phase of the line from Karimnagar to Nizamabad will be taken up after completing the first phase.
iii.	Macherla-Nalgonda- Raichur	Telangana	The work has been included in the Supplementary Demands for Grants, 1997-98 and will be taken up after the requisite clearances have been obtained.

[Translation]

#### Export of Steel

1377. SHRI JAGAT VIR SINGH DRONA : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the Government have formulated a new policy to boost the export of steel; and

(b) if so, since when and the details of the policy?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) Government has recently set up a Steel Exporters Forum under the Chairmanship of Development Commissioner for Iron & Steel whose main objectives inter-alia include:

i) Support, protect, maintain, increase and promote

(a) whether the Government are aware of the fact that the rail connections in the entire Telengana and Rayalseema regions in Andhra Pradesh is extremely poor and seriously affecting the development of the region;

(b) if so, whether the Government have any Plan to lay new rail lines in Andhra Pradesh and particularly in the above regions; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (c) The Government have taken up the development of rail infrastructure in these areas through the construction of following new lines:

export of iron and steel by such methods as may be necessary or expedient.

ii) Identify potential export markets through intensive market and economic studies and develop products to meet specific demands in the international market.

The other measures taken by the Government from time to time to facilitate exports include:

i) Full convertibility of export earnings at market rate of exchange;

ii) Facility available to Exporters to import their requirement of raw material duty free under the advance Licensing Scheme;

- iii) Refund of the duty paid on any imported or excisable material used in the manufacture of export goods;
- iv) Exemption of export earnings from income-tax under section 80 HHC; and
- v) Enhancement of duty credit rates under the Duty Entitlement Pass Book (DEPB) Scheme of most of the iron and steel items to encourage export of iron and steel.

#### Expenditure on Fuel by A.I.

1378. SHRI RAMDAS ATHAWALE : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Air India had spent more than original estimates on fuel during the current financial year;
- (b) if so, the actual amount spent on fuel vis-a-vis the estimated amount;
- (c) the reasons for making this additional expenditure; and
- (d) the steps being taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) No, Sir. Air India's fuel expenditure during 1997-98 was Rs. 649 crores as against the budget estimate of Rs.794.38 crores.

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

[English]

#### Incentives to WLDP

1379. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RURAL AREAS & EMPLOYMENT be pleased to state:

- (a) whether the Government are considering of giving some incentives including tax relief to motivate the corporate sector for taking up Wastelands Development Programme ;
- (b) if so, the time by which it is likely to be finalised;
- (c) whether some Wastelands Projects of Rajasthan State are pending with the Union Government for clearance;
- (d) if so, the details thereof and the time by which the same are likely to be cleared;
- (e) whether the Government are considering revising the cost per hectare of Wastelands Development Programme

in view of the geographic condition and adverse climatic condition of the State;

- (f) if so, the time by which it is likely to be;
- (g) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS & EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) and (b) A Central Sector Investment Promotional Scheme (IPS) was launched during 1994-95 to channelise/mobilise financial resources from financial institutions, banks, corporate bodies etc. for development of Wastelands in non-forest areas belonging to Central and State Governments, Panchayats, Village Communities, private farmers etc; however on the basis of recommendations of Standing Committee of Parliament for Urban and Rural Development, the scheme is being restructured and likely to be finalised shortly.

(c) and (d) Under the Central Sector Scheme of Integrated Wastelands Developments Project (IWDP), Out of three pending proposals received from the State Government of Rajasthan for two projects, additional information from Rajasthan is awaited and that the 3rd project is under processing. The sanction of these projects will depend upon the response of Rajasthan State and other aspects such as viability and conformity with the guidelines and availability of budgetary resources and hence time frame could not be indicated.

(e) to (g) As per the common guidelines on Watershed Development of Ministry of Rural Areas & Employment, the provision of cost per hectare for wastelands development programme is Rs.4000/-; however the State Watershed Programme Implementation and Review Committee is empowered to enhance the cost norms for the geographic locations which are subject to adverse climatic conditions.

#### Urban Local Bodies.

1380. SHRI GIRIDHAR GAMANG : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to refer to the reply given to USQ No. 1137 on 30.7.97 and state:

- (a) the names of the Urban Local Bodies in Scheduled Areas of Orissa;
- (b) whether there was some omission of the names of the Notified Area Committees and Municipalities located in Scheduled Areas of the State;
- (c) if so, the details thereof ; and
- (d) the priorities and programmes undertaken by the Union Government and State Government to develop these

## Urban Local Bodies?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) A complete list of Notified Area Committees and Municipalities located in Scheduled Areas of Orissa is given in the enclosed Statement-I.

(b) and (c) As per latest information received from Govt. of Orissa, the names of the following Municipalities/Notified Area Committees (NAC) have been included in addition to the information already furnished alongwith the Lok Sabha Unstarred Question No. 1137 for 30.7.97:-

1. Joda (Municipality)
2. Phulbani (NAC)
3. Balimela (NAC)
4. Malkangiri (NAC)
5. Umerkote (NAC)
6. Nabarangapur (Municipality)
7. Gudari (NAC)
8. Ganupur (NAC)
9. Rayagada (NAC)

The name of Nilgiri (NAC) has now been deleted by the State Govt. from the list of Urban Local Bodies in Scheduled Areas. Earlier the names of 18 Municipalities and Notified Area Committees in Scheduled Areas of Orissa were mentioned in our reply to Question No. 1137 dated 30.7.97 as per the information then supplied by Orissa Govt.

(b) Since Municipal Administration is a State subject, it is for the concerned State Government to take necessary action in this regard. As far as Ministry of Urban Affairs & Employment is concerned, the details of the Centrally sponsored Schemes/Programmes being implemented by it in respect of Urban Local Bodies in Scheduled Areas of Orissa is given in the enclosed Statement-II.

## Statement-I

S. No.	Name of Distt.	Municipality	Notified Area Committee
1	2	3	4
1.	Mayurbhanja	Baripada	Rairangapur, Udala, Karanjia

1	2	3	4
2.	Keonjhar	Keonjhar, Barbil, Joda	
3.	Sundergarh	Sundergarh, Rajagangpur, Biramitrapur, Rourkela	
4.	Phulbani		Phulbani, G. Udayagiri
5.	Koraput	Jepore	Koraput, Kotpad, Sunabeda
6.	Malkangiri	-	Balimela, Malkangiri
7.	Nabarangapur	Nabarangapur	Umerkote
8.	Rayagada	Rayadaga	Gudari, Gunupur
9.	Ganjam	-	Sorda
10.	Deogarh	-	Kuchinda

## Statement-II

1. Name of the Scheme-**INTEGRATED DEVELOPMENT OF SMALL & MEDIUM TOWNS:**

This scheme has been in operation since 1979-80 in all States including Orissa. The following Towns in Scheduled Areas of Orissa have been covered under the scheme from 1979-80 till date. The details of Central Assistance released under the scheme is indicated against the name of each town.

S. No.	Name of Town	Central Assistance released (Rupees in lakhs)
1.	Raurkela	40.00
2.	Jeypur	40.00
3.	Keonjhar	54.00
4.	Baripada	46.00
5.	Koraput	40.00
6.	Phulbani	29.00
7.	Rayagada	15.00
8.	Sundergarh	20.00
9.	Umerkote	12.00
10.	Nabarangapur	15.00

2. Name of the Scheme -ACCFELERATED URBANWATER SUPPLY PROGRAMME:

Under this programme two water supply scheme in respect of Balimela (NAC) at a cost of Rs. 83.65 lakhs and Malkangiri (NAC) involving a total project cost of Rs. 219.00 lakhs have been approved by this Ministry.

3. Name of the Scheme - INTEGRATED LOW COST SANITATION SCHEME:

Scheme for the following towns in Scheduled Areas of Orissa have been sanctioned as on 31.12.97. The project cost for each of the town is indicated against their names.

S.No.	Name of the town	Project cost (Rupees in lakhs)
1.	Sunabeda	23.65
2.	Gunupur	9.70
3.	Raurkela	46.90
4.	Udala	4.55
5.	Rairangapur	2.22
6.	Umerkote	4.94
7.	Sundergarh	26.99
8.	Balimela	20.10
9.	Rajagangpur	36.68
10.	Joda	24.56
11.	Barbil	15.52
12.	Kotpad	15.00
13.	Rayagada	21.50
14.	Malkangiri	20.10

**Gauge Conversion**

1381. SHRI HARIN PATHAK : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have a proposal to convert all narrow/metre gauge lines into broad gauge in Gujarat;

(b) if so, the details thereof; and

(c) the time by which it is likely to be converted?.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN

THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir. Gauge conversion of only lines selected on the basis of operational/strategic requirements and their having developmental potential is being taken up.

(b) and (c) Do not arise.

**Monitoring of Fund under EAS**

1382. COL. SONA RAM CHOUDHARY:  
SHRI NRIPEN GOSWAMI:

Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether effective steps for monitoring the funds allocated to States under the Employment Assurance Scheme are being taken;

(b) if so, the details thereof;

(c) the funds released under Employment Assurance Scheme to States and utilised during each of the last three years, State-wise; and

(d) the reasons for the amount remained unutilised under this scheme?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) Yes, Sir.

(b) The Employment Assurance Scheme (EAS) is being monitored at Centre with the help of Monthly Progress Reports and Half-Yearly Progress Reports from the States. The scheme is also reviewed at the Conference of State Secretaries held at New Delhi. At the State level, the scheme is monitored by the State Governments with the help of State Level Coordination Committee for the Rural Development Programmes and at the district level by the District EAS Committee and Block EAS Committee in every district and block.

(c) The information may please be seen in the enclosed Statement-I to III

(d) Employment Assurance Scheme is a demand driven scheme and a District can apply for release of next instalment after utilisation of 50% funds for a block. Thus, a district can have at any point of time 50% of the allocated funds. A district is not required to spend funds released in a year during that year itself since it is a continuing scheme.

**Statement-I***Financial Performance Under Employment Assurance Scheme (EAS) During 1995-96*

(Rs. in Lakhs)

Sl. No.	Name of the States/UTs	Unspent funds (As on 1-4-95)	Centre Release	State Matching Share	Total (C+S)	Total Available Funds	Expenditure	%age Exp. to total Available
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	1134.30	14550.00	3637.50	18187.50	19321.80	12249.54	63.40
2.	Arunachal Pradesh	501.02	1859.00	464.75	2323.75	2824.77	1956.55	69.26
3.	Assam	3299.10	8020.00	2005.00	10025.00	13324.10	9822.98	73.72
4.	Bihar	7627.10	16230.00	4057.50	20287.50	27914.60	12901.12	46.22
5.	Gujarat	3125.07	6970.00	1742.50	8712.50	11837.57	5751.65	48.59
6.	Haryana	1354.62	3320.00	830.00	4150.00	5504.62	3814.72	69.30
7.	Himachal Pradesh	551.26	450.00	112.50	562.50	1113.73	455.55	40.90
8.	J & K	2258.95	6740.00	1685.00	8425.00	10683.95	6715.49	62.86
9.	Karnataka	3009.86	10970.00	2742.50	13712.50	16722.36	12144.91	72.63
10.	Kerala	352.42	1850.00	462.50	2312.50	2664.92	2241.90	84.13
11.	Madhya Pradesh	4826.25	22940.00	5735.00	28675.00	33501.25	22951.66	68.51
12.	Maharashtra	4286.64	11460.00	2865.00	14325.00	18611.64	10295.49	55.32
13.	Manipur	618.09	900.00	225.00	1125.00	1743.09	1337.11	76.71
14.	Meghalaya	934.12	250.00	62.50	312.50	1246.62	499.80	40.09
15.	Mizoram	72.56	1200.00	300.00	1500.00	1572.66	2023.87	128.69
16.	Nagaland	349.98	2080.00	520.00	2600.00	2949.98	1800.70	61.04
17.	Orissa	2253.71	11460.00	2865.00	14325.00	16578.71	13133.80	79.22
18.	Rajasthan	5146.69	14030.00	3507.50	17537.50	22684.19	16770.06	65.11
19.	Sikkim	81.69	330.00	82.50	412.50	494.19	778.31	157.49
20.	Tamil Nadu	1517.42	8410.00	2102.50	10512.50	12029.93	7581.23	63.02
21.	Tripura	0.00	1560.00	390.00	1950.00	1950.00	2085.78	106.96
22.	Uttar Pradesh	7689.35	15560.00	3890.00	19450.00	27139.35	16731.98	61.65
23.	West Bengal	2849.53	9240.00	2310.00	11550.00	14399.53	9929.18	68.95
24.	A & N Islands	5.48	40.00	0.00	40.00	45.48	10.28	22.60
25.	D & N Haveli	20.33	30.00	0.00	30.00	50.33	20.17	40.08
26.	Daman & Diu	1.54	20.00	0.00	20.00	21.54	13.05	60.58
27.	Lakshadweep	114.06	100.00	0.00	100.00	214.06	44.33	20.71
All India :		53981.25	170569.00	42594.75	213163.75	267145.00	172061.21	64.41

## Statement-II

## Financial Performance Under Employment Assurance Scheme (EAS) During 1996-97

(Rs. in Lakhs)

Sl. No.	Name of the States/UTs	Unspent funds (As on 1-4-96)	Centre Release	State Matching Share	Total (C+S)	Total Available Funds	Expenditure	%age Exp. to total Available
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	7072.26	20110.00	5027.50	25137.50	32209.76	25509.86	79.20
2.	Arunachal Pradesh	868.22	1701.00	425.25	2126.25	2994.47	2054.94	68.62
3.	Assam	3501.12	10820.00	2705.00	13525.00	17026.12	8790.06	51.63
4.	Bihar	15013.48	21245.00	5311.25	26556.25	41569.73	20868.18	50.20
5.	Goa	0.00	80.00	20.00	100.00	100.00	0.00	0.00
6.	Gujarat	6085.92	5850.00	1462.50	7312.50	13398.42	7570.85	56.51
7.	Haryana	1689.90	2680.00	670.00	3350.00	5039.90	2447.56	48.56
8.	Himachal Pradesh	658.21	1590.00	397.50	1987.50	2645.71	1161.23	43.89
9.	J & K	3968.46	3860.00	965.00	4825.00	8793.46	5318.68	60.48
10.	Karnataka	4577.45	11560.00	2890.00	14450.00	19027.45	14307.22	75.19
11.	Kerala	423.02	2850.00	712.50	3562.50	3985.52	2063.44	51.77
12.	Madhya Pradesh	10549.59	22670.17	5667.54	28337.71	38887.30	24229.95	62.31
13.	Maharashtra	8316.15	6730.00	1682.50	8412.50	16728.65	11876.27	70.99
14.	Manipur	405.98	1080.00	270.00	1350.00	1755.98	1131.87	64.46
15.	Meghalaya	746.82	490.00	122.50	612.50	1359.32	368.40	27.10
16.	Mizoram	0.00	1200.00	300.00	1500.00	1500.00	1509.46	100.63
17.	Nagaland	1149.28	2786.00	696.50	3482.50	4631.78	3159.48	68.21
18.	Orissa	3444.91	16427.55	4106.89	20534.44	23979.35	19778.34	82.48
19.	Punjab	NR	980.00	245.00	1225.00	1225.00	NR	0.00
20.	Rajasthan	7914.13	10390.00	2597.50	12987.50	20901.63	12609.31	60.33
21.	Sikkim	0.00	220.00	55.00	275.00	275.00	322.40	117.24
22.	Tamil Nadu	4448.70	14725.00	3681.25	18406.25	22854.95	17014.19	74.44
23.	Tripura	0.00	2160.00	540.00	2700.00	2700.00	1905.08	73.89
24.	Uttar Pradesh	10407.37	21304.75	5326.19	26630.94	37038.31	19833.03	535.55
25.	West Bengal	4470.35	10170.00	2542.50	12712.50	17182.85	11943.84	68.26
26.	A & N Islands	35.20	0.00	0.00	0.00	35.20	25.23	71.68
27.	D & N Haveli	30.16	60.00	0.00	60.00	90.16	51.05	56.62
28.	Daman & Diu	8.49	20.00	0.00	20.00	28.49	0.98	3.44
29.	Lakshadweep	169.73	140.00	0.00	140.00	309.73	100.36	32.40
30.	Pondicherry	NR	60.00	0.00	60.00	60.00	NR	0.00
All India :		95954.90	193959.47	48419.87	242379.34	338334.23	216041.27	63.85

NR – Not Reported.

## Statement-III

## Financial Performance Under Employment Assurance Scheme (EAS) During 1997-98

Upto March, 1998

(Rs. in lakhs)

Sl. No.	Name of the States/UTs	Month Code	Unspent funds (As on 1-4-97)	Centre Release	State Matching Share	Total (C+S)	Total Available Funds	Actual Expenditure	%age Exp. to total Available
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	3	3288.64	16740.00	4185.00	20925.00	24213.64	29448.56	121.62
2.	Arunachal Pradesh	2	941.56	1890.00	472.50	2362.50	3304.06	1757.23	53.18
3.	Assam	3	3452.75	8592.00	2148.00	10740.00	14192.75	12756.22	89.88
4.	Bihar	3	11190.60	18234.00	4558.50	22792.50	33983.10	29085.62	85.59
5.	Goa	3	100.00	140.00	35.00	175.00	275.00	246.90	89.78
6.	Gujarat	3	5086.83	4320.00	1080.00	5400.00	10486.83	6508.27	63.01
7.	Haryana	2	2645.58	2670.00	667.50	3337.50	5983.08	2629.20	43.94
8.	Himachal Pradesh	3	1361.49	2550.00	637.50	3187.50	4548.99	2871.59	63.13
9.	J & K	3	4235.99	4760.00	1190.00	5950.00	10185.99	9266.22	90.97
10.	Karnataka	3	4912.92	10600.00	2650.00	13250.00	18162.92	16638.38	91.55
11.	Kerala	3	1904.58	3989.00	997.25	4986.25	6890.83	4371.43	63.44
12.	Madhya Pradesh	2	11433.89	21507.85	5376.96	26884.81	38318.70	23959.32	62.53
13.	Maharashtra	3	6082.48	11334.51	2833.63	14168.14	20250.62	14935.95	73.76
14.	Manipur	3	302.03	810.00	202.50	1012.50	1314.53	1047.01	79.65
15.	Meghalaya	3	263.29	220.00	55.00	275.00	538.29	447.58	83.15
16.	Mizoram	3	5.54	800.00	200.00	1000.00	1005.54	901.24	89.63
17.	Nagaland	1	1082.05	2100.00	525.00	2625.00	3707.05	2840.45	76.62
18.	Orissa	3	2595.63	14721.58	3680.40	18401.98	20997.61	18865.57	89.85
19.	Punjab	3	97.43	1840.00	460.00	2300.00	2397.43	1055.11	44.01
20.	Rajasthan	3	7957.30	9265.00	2316.25	11581.25	19538.55	14417.75	73.79
21.	Sikkim	3	5.02	220.00	55.00	275.00	280.02	552.96	197.47
22.	Tamil Nadu	3	2500.63	18720.00	4680.00	23400.00	25900.63	29363.46	113.37
23.	Tripura	3	704.92	1440.00	360.00	1800.00	2504.92	2904.92	115.97
24.	Uttar Pradesh	3	17465.02	31448.06	7862.02	39310.08	56775.10	40665.55	71.63
25.	West Bengal	3	6707.61	7790.00	1947.50	9737.50	16445.11	11467.15	69.73
26.	A & N Islands	3	9.60	80.00	0.00	80.00	89.60	13.64	15.22
27.	D & N Haveli	12	10.55	30.00	0.00	30.00	40.55	32.51	80.17
28.	Daman & Diu	2	20.89	0.00	0.00	0.00	20.89	19.46	93.15

1	2	3	4	5	6	7	8	9	10
29.	Lakshadweep	3	116.47	0.00	0.00	0.00	116.47	78.98	67.81
30.	Pondicherry	3	60.00	60.00	0.00	60.00	120.00	7.71	6.43
All India			96541.29	196872.00	49175.50	246047.50	342588.79	279245.94	81.51

NR--Not Reported

**Laying of New Rail Line from Moinaguri to Jogigopha**

1383. SHRI ABDUL HAMID : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for laying of a new broad gauge line from Moinaguri (North Bengal) to Jogigopha (Assam) under North-East-Frontier Railway;

(b) if so, the estimated cost of the project; and

(c) the steps taken for the preliminary works of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (c) A survey for construction of a new rail line from New Mainaguri-Mathabhanga-New Coochbehar to Jogigopha via Dhubri has been taken up. The cost of the project would be known on completion of the survey. Further consideration of the project will be possible only after the survey report becomes available.

**Crash of IAF Planes**

1384. SHRI AMAR ROYPRADHAN : Will the Minister of DEFENCE be pleased to state:

(a) the number of civilians and crew members killed in IAF plane crashes during each of the last three years, date-wise and place-wise; and

(b) the compensation paid to each of the Defence Personnel and Civilians died in these crashes?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) As per the available information the details of number of civilians and crew members killed in IAF plane crashes during last three years is at Statement-I. The number of crew members and civilians killed in crashes while operating for 'operation Meghdoot' are given separately because these are treated as Battle casualties.

(b) An ex-gratia award (compensation) of Rupees one lakh is paid to the next of the kin of all the crew (Army/ Navy/Air Force) killed in air crashes. Crew who are killed while on operation for 'Operation Meghdoot' get liberalised pension. The details of the compensation paid to the

civilians have been given in the enclosed Statement-II.

**Statement-I**

*Details of crew member and civilians killed in IAF crashes during 1995-96, 1996-97 & 1997-98*

Date	Place of Accident	Number of Crew Members Killed	Number of Civilians Killed
<b>1995-96</b>			
6 May 95	Kalaikunda Range	1	—
6 June 95	25 Km West of Along ALG	6	—
25 June 95	Near Gorakhpur Airfield	—	2
17 Aug 95	Kondapur near Dundigal, Hyderabad	1	—
05 Sep 95	Near Nalia Airfield	1	—
22 Sep 95	30 Km from Dundigal, Hyderabad	1	—
16 Oct 95	24 NM "N" of Nal	1	—
26 Oct 95	Allahabad	2	—
15 Nov 95	Near Hakimpet	1	1
29 Nov 95	Near Jamnagar	1	—
26 Dec 95	Near Adampur	—	2
09 Feb 96	30 Km "N" of Nal	1	—
12 Feb 96	Sirsa	1	—
15 Mar 96	Jamnagar	—	2
<b>1996-97</b>			
04 Apr 96	40 Km "W" of Tezpur	1	1
30 May 96	5 Km inside Bhutan	1	—
08 Aug 96	SK Range Ludhiana	1	—
04 Nov 96	Allahabad	1	1
24 Dec 96	Near Nellore	5	—
21 Jan 97	Pune Airfield	1	—
<b>1997-98</b>			
21 June 97	Chabua	2	—
14 Dec 97	Near Sirsa	2	—

*Details of crew and civilians killed while Operating on 'Operation Meghdoot'*

Date	Place of Accident	Number of Crew Members Killed	Number of Civillians Killed
26 Aug 96	Hoshiar Dz	6	-
02 Jul 97	Base Camp	2	-

**Statement-II**

*Compensation paid to the Civilians*

Name of the Civilian	Amount Paid (in Rs.)
Late Smt Chandravati	63,668/-
Late Master Sudesh Mohan	85,000/-
Late Katakam Rukkamma	99,000/-
Kumari Monika	50,000/-
Master Shiv Kumar	25,000/-
Late Smt Puri Behan Late Mr. Akuba Singh Jadeja Prabhu Sahai	Compensation Claim not Yet received
Miss Savita	42,000/- Claim Sent to Govt.

**Threat of Drought in Maharashtra**

1385. SHRI ASHOK NAMDEORAO MOHOL : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether Maharashtra has been facing the threat of drought ;

(b) If so, the details thereof ; and

(c) The measures taken/proposed to be taken up in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL): (a) to (c) The information is being collected and will be laid on the Table of the House.

[Translation]

**Mineral Reserves in Bihar**

1386. SHRI PRABHASH CHANDRA TIWARI : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Geological Survey of India has conducted any survey to explore minerals in Bihar;

(b) if so, the details thereof; and

(c) the steps taken or contemplated to exploit these minerals ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & MINES (SHRI RAMESH BAIS) : (a) Yes, Sir. Geological Survey of India (GSI) has conducted exploration for minerals in the State of Bihar.

(b) The minerals explored are as follows :-

BAUXITE : Bagrupat, Dudha Pat, Dipakujam, Armtipani etc. in Ranchi, Lohardaga & Palamu districts.

COPPER-LEAD-ZINC : Singhbhum Copper belt, Dhobani, Kanyaluka, Musabani, Pathorgora, Surda, Rakha, Kharswan, etc. in Singhbhum district, Biharbari, Charkipahari, Pindara etc. in Banka, Deoghar Jamui districts.

GOLD: Kundarkochoa, Pahardta, Ankua, Lawa, Mysera, Barunia, Rudiya and Taramba in Singhbhum district. Babaikundi in Ranchi district, Sithaura in Nalanda district, Sono in Jamaui district.

IRON-ORE: Noamundi, Jamda, Qua in Singhbhum district, Sua, Bibahathan etc. in Palamu district.

COAL: Jharia, coalfield, E. Bokaro, W. Bokaro, North & South Karanpura coalfield, Ramgarh Coalfield, Giridih coalfield, Auranga coalfield, Daltonganj coalfield, Nutar coalfield.

APATITE: Nandup, Pathorgora, Sungri, etc. in Singhbhum district.

ASBESTOS: Roro, Kalimati, Bichaburu, Nurda, Gitilata etc. in Singhbhum district.

FELDSPAR: Gawan, Dhab, Saphitola etc. in Giridih and Nawada districts.

FIRE CLAY: Jharia Coalfield, Bokaro coalfield, North & South Karnpura coalfield, Daltonganj & Hutar coalfield.

GRAPHITE: Khamdip, Bhang, Parasia, Marowar, Korrum, Tongari, Lat, etc. in Palamu district.

KYNATITE: Dapsaburu, Schiraidungri etc. in Singhbhum district.

LIMESTONE: Jaradag, Ramdhira, etc. in Rohtas district Bhaunathpur in Carhwa district.

MICA: Dhas, Gawan, Tisri, Bindro etc. in Bihar Mica Belt of Kodarma and Giridih districts.

TIN: Pihra & Nurungo in Giridih district & Paharsingha in Ranchi district.

VERMICULITE: Jaled in Chatra district and Kubri in Giridih district.

LEPODOLITE: Pihra and Bhuladih in Firidih & Kodarma district.

**PARYITE:** Kolpatka, Pradhanpali, Dharapal in Singhbhum district and Singhitali area in Garhwa district.

**ARSENIC:** Dabar, Dhab and Saphitala in Kodarma, Giridih and Nawada districts.

**DIAMOND:** Sima in Palamau district, Sankh River basin in Gumla district.

(c) Any Indian National or a Company as defined in sub-section (1) of section 3 of the Companies Act, 1956 is free to exploit the mineral reserves after getting mining lease in accordance with the provisions of Mines and Minerals (Regulation & Development) Act, 1957 and Rules framed thereunder.

[English]

#### Dumping of Steel by Foreign Companies

1387. PROF. P.J. KURIEN : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Indian Steel Industry is facing serious crisis these days due to dumping of steel by the foreign companies; and

(b) the steps taken or proposed to be taken in this regard so as to save the Indian Steel Industry?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) Indian Steel Industry is facing competition on account of imports from CIS countries. An anti-dumping petition was filed by M/s. SAIL and M/s. ESSAR Steel Ltd., on behalf of the domestic steel producers with the Designated Authority in the Ministry of Commerce under the provisions of the Customs Tariff Act, alleging dumping of HR Coils/ Sheets/ Plates from Russia, Ukraine and Kazakistan. The petition is supported by other major steel producers like TISCO and Lloyd steel. The initiation notification was issued by Ministry of Commerce on 6.10.97. Preliminary findings of the Designated Authority are expected shortly.

With the increase in the customs duties announced in the budget 1998-99 it is expected that import of iron and steel will decrease.

#### Unemployment Problem In A & N Islands

1388. SHRI MANORANJAN BHAKTA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) whether the Government are aware of serious unemployment problem prevailing in Andaman and Nicobar Islands; and

(b) if so, the details of various employment schemes sponsored by the Union Government in regard thereto and the achievements made thereunder?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) and (b) Keeping in view the urban unemployment problem in the country, including A&N Islands, the Union Government has launched the Swarna Jayanti Shahari Rojgar Yojana (SJSRY), which replaced the earlier Nehru Rojgar Yojna (NRY) and Prime Minister's integrated Urban Poverty Eradication Programme (PMIUPEP), w.e.f. 01.12.97, seeking to provide gainful employment to the urban unemployed or under employed, living below the poverty line through encouraging the setting up of self-employment ventures or provision of wage employment.

The Union Government has released the following amounts to A&N Island for the Urban employment components of its schemes so far:

- |              |                           |                |
|--------------|---------------------------|----------------|
| (i) NRY      | (from 1989 till 30.11.97) | Rs. 42.21 lakh |
| (ii) PMIUPEP | (from 1995 till 30.11.97) | Rs. 94.85 lakh |
| (iii) SJSRY  | (from 1.12.97.....)       | Rs. 67.16 lakh |

[Translation]

#### Increase in Price of Steel

1389. SHRIMATI SURYAKANTA PATIL : Will the Minister of STEEL AND MINES be pleased to state;

(a) the reasons for the increase in price of steel and its likely effect on the production and demand thereof;

(b) whether the Government are considering to reduce the prices of the products of SAIL, ESSAR, TISCO and any other private steel company; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) After the decontrol of steel in Jan.1992, the demand, production and price of steel are driven by market forces. Government has no role to play in pricing of steel produced by the main producers. Secondary producers were free to fix their own prices even prior to 1992. The open market prices of steel have not shown any drastic increase in the past one year. The reason being that the market is unable to sustain the high cost of steel.

(c) Does not arise in view of (a) and (b) above.

#### Rail-Bus Accident

1390. PROF. JOGENDRA KAWADE : Will the Minister of RAILWAYS be pleased to state :

(a) whether any inquiry has been conducted by the Government regarding rail-bus accident which took place at Arjuni Morgaon, Maharashtra during February, 1998;

- (b) if so, the findings thereof;
- (c) whether appropriate compensation has been given to the victims/next kins to victims killed in the accident; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir. The accident at unmanned level crossing was enquired by a Committee of Officers which has concluded that it occurred due to negligence and failure on the part of Bus driver to take precautions as laid down under section 131 of Motor Vehicles Act, before negotiating the level crossing.

(c) and (d) No compensation is payable to the kin of victims in case of unmanned level crossing accident. However, as a special case, Railways have paid the following ex-gratia payment:

- (i) To the next of kin of deceased person - Total of Rs. 48,000/-.
- (ii) To the injured person - Total of Rs. 15,000/-.

[English]

#### Chinese Officials in Myanmar

1391. SHRI RAMKRISHNA BABA PATIL :  
SHRI A.C. JOSE :

Will the Minister of DEFENCE be pleased to state:

- (a) whether attention of the Government has been drawn to the news-item captioned "Chinese Officials working on nine Myanmar bases" appearing in Sunday Pioneer dated May 10, 1998; and
- (b) if so, the facts thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) Yes, Sir.

(b) As per intelligence input, China has been assisting Myanmar in installation of surveillance and Communication systems in some of its islands in the Bay of Bengal. Chinese personnel have been visiting Myanmar in this connection. Myanmar authorities have informed us that they do not permit any foreign country to station its personnel on its territory. They have further informed that the monitoring facilities are being utilised for surveillance of their Exclusive Economic Zone.

#### Import of Stainless Steel

1392. SHRI SUNIL KHAN : Will the Minister of STEEL AND MINES be pleased to state:

- (a) whether good quality of stainless steel is being imported in the form of scrap or seconds;
- (b) if so, the quantity of such imported steel;
- (c) whether Alloy Steel Plant, Durgapur and other indigenous producers are adversely affected thereby; and
- (d) if so, the details thereof and the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) Provisions exist in the Customs Tariff Act and the Rules made thereunder to check the mis-declaration of imports. The import of some stainless steel items has shown an increasing trend during the last 3 years. The details of imports for the last three years are as follows:

	(Qty. in'000 tonnes)		
	1995-96	1996-97	Apr-Dec. '97
<b>Finished Stainless steel</b>			
Prime	46.5	33.1	13.7
Seconds	2.1	3.4	9.9
<b>TOTAL :</b>	<b>48.6</b>	<b>36.5</b>	<b>23.6</b>

(c) and (d) It may be difficult to establish a direct correlation between increase in import of stainless steel seconds and the performance of the domestic stainless steel producers. However, with the increase in customs duties announced in the budget 1998-99 it is expected that import of stainless steel prime and seconds will decrease.

[Translation]

#### Irregularities Committed in Awarding Contact for Gauge Conversion

1393. SHRI AJIT JOGI : Will the Minister of RAILWAYS be pleased to state :

- (a) whether gross irregularities are committed in awarding contracts for gauge conversion ;
- (b) if so, whether the investigation of such cases has been handed over to the Central Bureau of Investigation; and
- (c) if so, the number of such cases handed over to the Central Bureau of Investigation and the time by which investigation work of such cases is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF

PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION.(SHRI RAM NAIK) : (a) to (c) A few cases of irregularity came to the notice in the award of various contracts for gauge conversion works on different Railways, which were/are being investigated by Railway Vigilance and CBI.

CBI has investigated eight cases where prima-facie irregularities in award of the contracts had been detected. Action has been initiated in three cases in consultation with the Central Vigilance Commission (CVC). The remaining five cases have been closed after considering the reports in consultation with the CVC. Five cases are currently under investigation by CBI. The matter is being pursued with the CBI for early completion of investigation.

[English]

#### Modernisation of Delhi & Mumbai Airports

1394. SHRI MADHAVRAO SCINDIA :  
SHRIMATI SURYAKANTA PATIL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether lack of understanding and coordination between Airports Authority of India and M/s Raytheon of USA have resulted in uncalled delay of over one year and costs over-run in Air Traffic control modernisation at Delhi and Mumbai Airports.

(b) if so, the reasons therefor ; and

(c) the steps being taken to minimise the delay and cost over runs ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir.

(b) and (c) Delay in completion of the project has been due to problems relating to completion of civil/ electrical works, late installation of equipment, technical snags encountered in installation/testing, export of unserviceable components and their reimport after repairs etc..The project is now in the at final stage. The system at Delhi has been taken over from M/s. Raytheon in March, 1998 and will be commissioned in July, 1998 after the stipulated transition period of 90 days. The system at Mumbai is undergoing integrated testing which is likely to be completed in June, 1998 and the system is expected to be commissioned by September, 1998.

[Translation]

#### Diamond Mining

1395. SHRI SUSHIL CHANDRA VARMA : Will the Minister of STEEL AND MINES be pleased to state :

(a) the present position of mining of diamond in the Devbhog area of Raipur district of Madhya Pradesh ;

(b) whether the Madhya Pradesh Government had invited proposal for Mining of Diamond from private companies in the name of its Mining Corporation;

(c) whether Madhya Pradesh Government has any authority to do so;

(d) if so, the details thereof;

(e) whether Mining of Diamond is being carried out any other place except the mine situated at Panna in Madhya Pradesh; and

(f) if so, the names of such places ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) As per the information furnished by the State Government of Madhya Pradesh, no mining activity of Diamond is taking place in the Devbhog area of Raipur district of Madhya Pradesh.

(b) Yes Sir. Madhya Pradesh Government had invited offers for formation of Joint Sector Company with M.P. State Mining Corporation Limited, to undertake survey, exploration, prospecting and subsequent mining and marketing of Diamonds, from all interested parties.

(c) and (d) Mining rights are granted by the concerned State Governments in accordance with provisions of Mines and Minerals (Regulation and Development) Act, 1957, and the rules made thereunder. Provided that in respect of any Mineral specified in the First Schedule of the Mines and Minerals (Regulation and Development) Act, 1957, no prospecting licence or mining lease shall be granted except with the previous approval of the Central Government. "Diamonds" are covered under the aforesaid First Schedule of the Act.

(e) No, Sir.

(f) Does not arise in view of reply to part (e) above

[English]

#### Launching of INS-Darshak

1396. SHRI A.C. JOS : Will the Minister of DEFENCE be pleased to state :

(a) Whether a new survey ship called INS —Darshak has recently been launched ; and

(b) if so, the specifications thereof ?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) Yes, Sir.

(b) A copy of specifications is attached.

*Specifications —INS Darshak**Main Particulars of the Ship*

(a)	Length	—	87.75 m
(b)	Beam	—	12.80 m
(c)	Draught	—	3.43 m
(d)	Displacement	—	1820 tons
(e)	Complement	—	178 Persons
(f)	Maximum Speed	—	16 Knots

**Additional Funds for Andhra Pradesh**

1397. SHRI R. SAMBASIVA RAO : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) whether HUDCO has sanctioned additional funds to State Government of Andhra Pradesh for various housing projects;

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

(c) the extent by which the additional amount is likely to be utilised?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) HUDCO's annual housing loan allocation is made amongst the States/UTs in two stages. Fifty percent of the allocation is distributed at the beginning of financial year based on area & population criteria. Based on the demand and performance of the States/UTs as well as area & population, balance 50% is later allocated to States. During the year 1998-99 the initial 50% allocation made to A.P. is Rs. 54.01 crores for housing schemes. As the final allocation based on the States demand is yet to be made, question of sanctioning additional fund does not arise at this stage.

(b) and (c) Question does not arise.

**Direct Air India Flight between Hyderabad—Mecca**

1398. DR. T. SUBBARAMI REDDY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has launched a direct non-stop international flight between Hyderabad to Mecca;

(b) if so, whether there is a proposal to operate twice a week airbus (A-310) flight between Hyderabad and Mecca;

(c) whether there is also a proposal to have direct flight to Singapore from Hyderabad; and

(d) if so, the time by which a decision will be taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) No, Sir.

(c) and (d) Air India has commenced twice weekly operations between Hyderabad and Singapore effective 29th March, 1998.

**Expansion of Steel Plants**

1399. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of public sector steel plant units which are under expansion and yet to be commissioned;

(b) whether there are any units which have already been commissioned but are lying idle or are working below their utilisation capacity; and

(c) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) The following two Steel Plants of Steel Authority of India Ltd. are under expansion/modernisation and all planned facilities are yet to be commissioned :

1. Rourkela Steel Plant
2. Bokaro Steel Plant

(b) and (c) The expansion/modernisation programme for Durgapur Steel Plant has already been completed and no unit is lying idle after commissioning. However, the modernised facilities are under stabilisation, therefore, yet to attain their full capacities.

**Consignment of Weapons Intercepted by Indian Navy**

1400. DR. BIZAY SONKAR SHASTRI : Will the Minister of DEFENCE be pleased to state:

(a) whether a consignment of weapons was intercepted by the Indian Navy on Longoff island in the Andamans recently;

(b) if so, the details thereof;

(c) whether any investigations have been made to ascertain as to who were the people behind the consignment of weapons and for which country was it destined and the persons for whom to be used; and

(d) if so, the outcome thereof and the steps taken to strengthen the air, road and water routes?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) and (b) In a combined Services

operation conducted by Army, Navy, Air Force and the Coast Guard in the Andaman & Nicobar Islands on 10/11 February, 1998, 73 gun runners, two gun boats and two trawlers containing arms and ammunitions were captured.

(c) and (d) The Central Bureau of Investigation has been entrusted with the investigation of the case which is sub-judice. It will not be desirable to disclose any further details at this stage. Appropriate vigilance is being maintained by the Armed Forces for preventing the smuggling of arms in the North Eastern region through sea routes and across the borders with neighbouring countries in this region.

[Translation]

#### Development of Ranchi Airport

1401. SHRI RAM TAHAL CHOUDHARY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a plane can not land at the Ranchi Airport during the night time;

(b) if so, whether the efforts have been made to provide facility for landing and taking off planes during the night time in view of the demand for the air service in that area; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) Night landing facilities, including the Instrument Landing System, are available at Ranchi airport. However, night landings are not recommended due to cattle menace and breaches in the compound wall made by the villagers living around the aerodrome. The State Government has been requested to provide adequate security for night landing operations.

[English]

#### Crash of Cheetah Helicopter

1402. SHRI MOHAN RAWALE : Will the Minister of DEFENCE be pleased to state:

(a) whether an army helicopter Cheetah crashed in the Tawang district of Arunachal Pradesh on November 15, 1997;

(b) if so, the persons killed and the causes thereof;

(c) whether a high-level inquiry into this crash had been ordered;

(d) if so, the details thereof and the outcome of the inquiry; and

(e) the follow-up action of the Government thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) An Army Aviation Helicopter, Cheetah

met with an accident in the Tawang District of Arunachal Pradesh on the 14th November, 1997.

(b) All the four occupants sustained fatal injuries in the accident. The details of the occupants are as under:

(i) Shri NVN Sommu, the then Minister of State for Defence-Passenger,

(ii) Major General, Ramesh Nagpal, VSM, General Officer Commanding, 5 Mountain Division-Passenger,

(iii) Major PK Agarwal, 21(l) Recce and Observation Flight-Pilot,

(iv) Major PC Sharma, 21(l) Recce and Observation Flight-Co-Pilot.

(c) Yes, Sir.

(d) and (e) The composition of the high-level Court of Enquiry is as under :

(1) Presiding Officer : Brigadier (Army Aviation)

(2) Army Aviation : Colonel-1, Major-1, Members

(3) Medical Member : Major-1,

(4) Technical Members : Lt.Col.-1,(Corps of Electrical and Mechanical Engineers)

(5) Members in Attendance : (i) Hindustan Aeronautics Ltd-2,

(ii) Chief Resident Inspector (Engineer), Directorate General of Approvals and Quality Assurance (DGAQA)-1,

(iii) Chief Resident Inspector (Helicopter), Directorate General of Aeronautical Quality Assurance (DGAQA)-1,

(iv) Centre for Mily. Airworthiness and Certification (CEMILAC)-1.

The Court of Enquiry has been completed; but it has not been able to establish the cause of accident conclusively. The HAL has been asked to make a detailed examination of the debris of engine and the main Gear Box. Necessary follow-up action will be taken by the Government after receipt of the final report.

#### Private Airlines

1403. SHRI MULLAPALLY RAMACHANDRAN : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the private airlines operating in India;
- (b) the details of revenue and other dues owned by these private airlines to the Government as on March 31, 1998;
- (c) the steps taken by the Government realize the same from them;
- (d) whether any of these private airlines proposes to procure more aircraft; and
- (e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) A list showing the names of private scheduled/non-scheduled (air taxi) operators is at Statement-I.

(b) Details are given in the statement at Statement-II.

(c) The oil companies are taking legal action to recover the dues from the private airlines.

All efforts are made by the AAI to recover the dues. The defaulting airlines are regularly reminded to clear the dues, failing which their security deposit is adjusted against the dues. Further, the credit facility has also been withdrawn in some cases.

For recovery of IATT, action including detention of aircraft is taken as per law against the defaulting airlines.

(d) and (e) M/s. Jet Airways, M/s. Sahara India Airlines and M/s. Skyline-NEPC have submitted proposals for permission to import 14 aircraft; 13 aircraft and 5 helicopters; and 2 aircraft of various types, respectively.

#### Statement-I

##### *Names of Private Scheduled/Air Taxi Operators*

#### A. SCHEDULED OPERATORS

1. JET AIRWAYS
2. SKYLINE - NEPC (formerly Damania Airways)
3. NEPC AIRLINES\*
4. ARCHANA AIRWAYS\*
5. SAHARA INDIA AIRLINES

Not operating at present due to various reasons including non-availability of operational aircraft. NEPC since February, 1998 and Skyline NEPC since June, 1997.

Note: Since the scheduled operator permits of M/s. Modiluft Ltd. and M/s. East West Airlines have expired, they have applied afresh for grant of NOC to operate scheduled air services.

#### B. \*NON-SCHEDULED/AIR TAXI OPERATORS

1. JAGSON AIRLINES
2. INDIA INTERNATIONAL AIRWAYS
3. TRANSBHARAT AVIATION
4. AERIAL SERVICES PVT. LTD.
5. ACE AIRWAYS PVT. LTD.  
(formerly Delhi Gulf Airways)
6. SARAYA AVIATION
7. U.B.AIR
8. UDAN RESEARCH & FLYING ACADEMY
9. MEGAPODE AIRLINES
10. SPAN AVIATION (I) LTD.
11. MESCO AIRLINES
12. VIF AIRWAYS.\*
13. GUJARAT AIRWAYS LTD.
14. ELBEE AIRLINES (CARGO)
15. U P AIR
16. SPAN AIR PVT. LTD.
17. EASTERN AIRWAYS
18. RAYMOND LTD.
19. BLUE DART AVIATION LTD. (CARGO)
20. EAST INDIA HOTELS LTD.
21. TATA TEA LTD.
22. CENTURY TEXTILES & INDUSTRIES LTD.
23. DECCAN AVIATION
24. INDO PACIFIC AVIATION
25. TANEJA AEROSPACE & AVIATION LTD
26. VIDYUT TRAVEL SERVICES LTD.

\* operating due to non-availability of operational aircraft.

Note: Permits of M/s Continental aviation, Citilink and KCV Airways have expired and they are not operating.

**Statement-II**

*Outstanding dues (Rs. in crores) of Oil Companies,  
Inland Air Travel Tax (IATT) and Airports  
Authority of India (AAI)*

S. No.	Name of Airlines	Dues of Oil Companies (As on 30.6.97)	IATT (Customs) (As on 31.3.98)	Dues AAI (As on 31.3.98)
1	2	3	4	5
1.	Modiluft	18.16	20.16	03.264
2.	Jet Airways	13.94	-	04.006
3.	Archana Airways	-	-	00.118
4.	Skyline NEPC	20.56	14.45	02.007
5.	Sahara India	04.97	-	03.286
6.	UP Airways	-	01.66	00.180
7.	East West Airlines	02.62	06.49	15.773
8.	Tower Air	-	-	-
9.	NEPC Airlines	-	04.57	01.174
10.	VIF Airways	00.01	00.46	00.177
11.	Aerial Services	-	-	00.011
12.	Blue Dart Airlines	-	-	00.022
13.	Elbee Airlines	-	-	00.287
14.	Gujarat Airways	-	01.30	00.028
15.	Megapode Airlines	-	-	00.002
16.	Span Aviation	-	-	00.206
17.	Citilink Airlines	00.51	01.27	00.014
18.	Raj Aviation	00.38	00.98	00.016
19.	Continental Aviation	00.13	01.61	00.310
20.	India International Airways	-	-	00.002
21.	Trans Bharat Aviation	-	-	00.167
22.	Jagson Airlines	-	00.05	-
23.	Saraya Aviation	-	-	-
24.	KCV Airlines	-	-	00.045
25.	Eastern Airways	-	-	00.005
26.	MESCO	-	-	00.013
27.	ACE Airways	-	-	00.076

1	2	3	4	5
28.	Bengal Airways	-	-	00.064
29.	East India Hotels	-	-	00.007
30.	Air Asiatic Ltd.	-	01.55	-
31.	Goa Ways	-	-	-
32.	U.B. Air	-	-	00.005
Total :		61.28	54.55	31.265

**Heart Attack to Alliance Air Passenger**

1404. SHRI V.M. SUDHEERAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Alliance Air passenger succumbs to heart attack" appearing in the 'Times of India' dated May 6, 1998;

(b) if so, the facts thereof;

(c) whether the Government have initiated any inquiry in this regard;

(d) if so, the details thereof;

(e) whether the Government has made any health care arrangements to meet such emergencies at the Airport; and

(f) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes, Sir.

(b) On 4th May, 1998, a passenger on Alliance Air flight CD-433 operating on sector Delhi-Gwalior-Bhopal-Indore-Mumbai suffered heart attack at Indore airport at around 2105 Hrs. Two doctors from among the passengers attended to the sick passenger and advised hospitalisation. The patient was accordingly taken to a hospital located at a distance of 4 kms. However, the hospital doctors, after examination, declared that the passenger had unfortunately expired.

(c) Yes, Sir.

(d) The Government has already directed Airports Authority of India to investigate the matter and fix the responsibility.

(e) Yes, Sir.

(f) First aid is available at the airport and as per the contingency plan, a list of doctors to be contacted is readily available in the Control Tower.

[Translation]

**Loan by IA**

1405. DR. LAXMINARAYAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Indian Airlines has obtained a loan from ANZ Investment bank to manage their finances;
- (b) if so, the details and terms thereof;
- (c) whether any guarantee has been furnished for the said loan; and
- (d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes, Sir.

(b) Indian Airlines has obtained a loan of USD 17 million arranged by ANZ Investment Bank, out of which USD 15 million is for financing the acquisition of New Real Time Reservation System and USD 2 million for meeting general working capital requirements. The main terms of the loan are as under :-

Interest	: 0.55% per annum over USD LIBOR
Repayment	: In 9 equal semi-annual instalments commencing after 12 months from the date of drawdown.
Arrangement Fee	: 0.825% flat.
Commitment Fee	: 0.25% per annum on undrawn portion of the loan amount payable in arrears.
Agency Fee	: USD 7500 per annum.
Out of Pocket Expenses, Legal Fee and others	: Actuals subject to a cap of USD 14000.

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

[English]

**DRDA Fund**

1406. SHRI MUKUL WASNIK : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government have issued any directions to the State Governments to nominate the Presidents of Zilla Parishads as the Chairman of the District Committee to approve and allocate the District Rural Development Agency's funds for various developmental activities;

(b) if so, the whether it has come to the notice of the Union Government that certain States continue to

nominate Chief Executive Officers as the Chairman of the said Committee;

(c) if so, the names of such States; and

(d) the steps the Government plans to initiate to ensure nomination of the President of Zilla Parishad as Chairman of the said Committee?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) No, Sir. However, this Ministry has in November, 1995 issued guidelines to the States suggesting that Chairman of the Zilla parishad be made the Chairman of Government Body of District Rural Development Agency.

(b) Yes, Sir.

(c) As per available information, in the States of Gujarat and Maharashtra, Chief Executive Officer of Zilla Parishad are nominated as Chairmen of the Governing Body of DRDA.

(d) The Ministry is pursuing the matter with the States.

**Declaration of Tanda-Gurudaspur Road as Defence Road**

1407. SHRI SATNAM SINGH KAINTH : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware that there is pressing demand from the people of Punjab to declare the road from Tanda to Gurudaspur via Sri Hargovindpur as Defence Road;

(b) if so, the reaction of the Union Government thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) There is a request from the Government of Punjab for declaring the road from Tanda to Gurudaspur via Har Govindpur as a defence Road.

(b) This road has not been considered a priority road from the operational point of view.

[Translation]

**Completion of Nangal-Una-Talwara Rail Line**

1408. SHRI SURESH CHANDEL : Will the Minister of RAILWAYS be pleased to state:

(a) the fund provided for completion of Nangal-Una-Talwara broad gauge rail line in Himachal Pradesh during the last year;

(b) the steps taken by the Government to complete it speedily; and

(c) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Rs. 5 crores

(b) Land acquisition is being done by State Govt. Work is being progressed wherever land is available.

(c) During the 10th Five Year Plan subject to availability of resources.

[English]

#### Defence Land to Karnataka Government

1409. SHRI K.C. KONDAIAH : Will the Minister of DEFENCE be pleased to state:

(a) whether the Army has agreed to hand over the 8 acres of land to the Government of Karnataka in lieu of 214 flats for its Officers at the Koramangala National Games Village; and

(b) the stage at which the proposal stands at present and the time by which a decision is likely to be taken in the matter?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) and (b) Yes, Sir. Ministry of Defence agreed to hand over 85.10 acres of defence land in exchange of 214 ready made flats, 20 acres of State Government land and payment of Rs. 4.38 lakhs by the Government of Karnataka. So far 160 flats have been taken over by Ministry of Defence and in exchange released 17 acres of defence land. The balance defence land will be handed over as and when the Government of Karnataka fulfills the remaining conditions of the agreement.

#### Purchase of Spares for Submarines

1410. SHRI K. YERRANNAIDU : Will the Minister of DEFENCE be pleased to state:

(a) whether complaints have been received recently against purchase of spares of submarines through a Russian Firm;

(b) if so, the details thereof;

(c) the action taken to inquire into the charges; and

(d) the outcome thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Naval Head-quarters have reported that an incidence of minor deviation in dimensions etc. in respect of Flange (Bronze) Part Nos. 585-35-443 has come to its notice and that such instances are dealt with under normal conditions of guarantee/warranty. No graft is involved in the purchase.

#### Public Sector Units

1411. SHRIMATI KAMAL RANI : Will the Minister of RAILWAYS be pleased to state:

(a) the number of public sector companies manufacturing spare parts of Railway which have become sick in the country, particularly in Uttar Pradesh; and

(b) the number of staff and labourers engaged in these manufacturing companies and the steps taken by the Government to rehabilitate them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) There is a large number of industries including Public Sector Companies supplying materials to Railways. However, information on such Public Sector Units becoming sick is not maintained.

(b) Does not arise.

#### Establishment of Mini ITI

1412. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Government have accepted recommendations of High Power Expert Committee of IRDP for establishment of a Mini ITI (Training Centre for Skill Development) for giving training to the Below Poverty Line family youth to enable them getting self employment;

(b) if so, details of the instructions to this effect issued to the State Governments;

(c) whether some of the State Governments have informed that establishment of Mini ITI has not been more useful;

(d) whether some of the States have already closed down such Mini ITI's due to not finding positive results;

(e) whether the State Government of Rajasthan has submitted any proposal to establish full-fledged ITIs at block level under TRYSEM infrastructure; and

(f) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) Yes, Sir.

(b) Details of the instructions issued to the State Governments are given in the enclosed Statement.

(c) to (f) The scheme of setting up of Mini ITIs, now termed as Exclusive TRYSEM Training Centres (ETTCs),

was launched during the year 1995-96. It is too early to comment on the usefulness/efficacy of these institutes. None of the State Governments have informed either about the non-usefulness or about the closing down of these institutes except the State of Rajasthan which had requested assistance for setting up of full-fledged ITIs and not Mini-ITIs. The request of the State Government was considered in this Ministry and since setting up of full-fledged ITIs does not come under the purview of this Ministry, the request of the State Government could not be acceded to.

#### Statement

No.R-19011/9/95-IRD.II

Dated: 16.10.95

Ministry of Rural Areas & Employment,  
Deptt. of Rural Employment &  
Poverty Alleviation,  
Government of India,  
Krishi Bhavan, New Delhi

To

The Chief Secretaries  
of All States/UTs

Sir,

I am directed to draw your attention to the provisions of para 11.14 of the Manual for IRDP and allied programmes of TRYSEM and DW CRA (April, 1991). This paragraph makes provision for central assistance to training institutions belonging to the Centre, the State Governments and voluntary organisations under TRYSEM. This is also to bring to your notice that keeping in view the gap in the training infrastructure requirement under TRYSEM, the Expert Committee on IRDP under the Chairmanship of Shri D.R. Mehta had recommended setting up of mini-ITIs on Rural Polytechnics in each block. Independently, the Minister, Rural Areas and Employment also had taken initiative for establishment of these institutions at the Block Level to cater to the felt needs of training young entrepreneurs on a large scale in selected viable economic enterprises and trades including traditional crafts and occupations of village artisans such as fisherman, boatmen (Mallah), oil-mongers (Telis), potters (Kumhars) etc. for which no training facility at present exists. After considering all aspects of this matter, Govt. of India have decided that mini-ITIs may be set up wherever such a need exists in a block in the country as early as possible.

2. States can initiate steps for setting up such mini-ITIs in a phased manner in blocks where no NGO/Government-run ITIs are available or planned to be established by any agency of the State or Central Government or an NGO. This will obviate duplication and wastage of resources. In any case a complete inventory of these institutions block-wise should be made and checked at the DRDA/State level before establishment of the new mini-ITI.

3. The size of the mini-ITI will depend on the number of persons to be trained and the number and nature of trades or mini-enterprises in which the training is to be imparted and should be left to the concerned DRDAs. The nature of locally available resource on which the training will be imparted for its development would also determine the character and content of the mini-ITIs.

4. Each mini-ITI would cater to 3-4 selected trades/enterprises relevant to the locality. States should plan that each mini-ITI can cater to a maximum number of trades for 3-4 continuous groups of blocks. Thus, a trainee from one block can be sent to the nearby block since training facility for the desired trade may not exist in the mini-ITI set up in his block. Extreme care should be taken to ensure that no mini-ITI should remain idle and each mini-ITI is utilised to the optimum capacity throughout the year.

5. The non-recurring expenses for setting up the mini-ITI will be met from provisions available in TRYSEM infrastructure, IRDP infrastructure and JRY allocations (labour component for building). For recurring expenses, the State Governments will have to find resources, though the funds meant for honorarium to training instructors can be utilised for this purpose.

6. The mini-ITIs once established under TRYSEM should be managed and run by the DRDA under the overall guidance of the Directorate of Technical Education of the State for maintaining Standards of training. At the District level there should be a governing body for all these training institutions under the Chairmanship of Project Director of the DRDA and having the General Manager, DIC, the Lead Bank Officer and APO in charge of TRYSEM of the DRDA as its Members. Other Members will be as decided by the State Directorate of Rural Development.

7. The staff etc. Will be recruited as per the rules and norms of the State Directorate of Technical Education. States will keep in mind that recurring establishment expenditures are to be borne by them. Part-time instructors, teachers, master craftsmen and free learned consultants or NGOs may also be drafted by paying honorarium for the purpose.

8. The mini-ITIs will be exclusively meant for TRYSEM trainees. Only if sufficient number of TRYSEM trainees is not available, then, with the approval of DRDA outsiders can be admitted. The mini-ITIs may also conduct refresher's courses and maintain registers for proper follow-up after imparting training.

9. It is also necessary to ensure that at the time of admission of TRYSEM trainees in such institutes, their application forms etc. for IRDP loan and filled in. It will be the responsibility of the concerned DRDA and Institute to ensure that loan is disbursed to these trainees

simultaneously with the completion of the training for setting up of enterprises that would push them up above poverty level. Feasibility reports for individual trades or enterprises should be prepared and finalised during the period of training itself.

10. States are requested to initiate immediate action for setting up of such mini-ITIs and submit proposals with immediate effect to Government of India.

Yours faithfully  
Secretary (RE&PA)

#### Production of Steel

1413. SHRI K.P. NAIDU : Will the Minister of STEEL AND MINES be pleased to state:

- whether Steel output has fallen;
- if so, the reasons therefor;
- whether demand in the country for steel is going up; and
- if so, the manner in which the Government propose to meet the demand of steel in the future?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) Finished (Carbon) Steel Production in 1997-98 has declined marginally by 0.7% (Provisional) as compared to 1996-97.

(b) The major reasons for decline in production include sluggish demand in the steel consuming sectors and the overall economic slow-down in the country.

(c) The demand for finished (carbon) steel and percentage increase in the last 3 years has been as follows:-

Year	Demand (In MT)	% increase over previous year
1995-96	21.29	14.09%
1996-97	22.12	3.89%
1997-98	22.38	1.17%

(d) At present, there is no shortage of most items of steel. Producers of steel are constantly orienting their product-mix to meet the market needs. Modernisation and expansion of steel plants of SAIL has been taken up towards this objective. Since 1991, Govt. has adopted various policy measures to encourage creation of additional steel production capacities in the private sector. To supplement domestic availability both in terms of quantity and quality, import of all items of steel is freely allowed as per policy. Import duty on a number of items has been reduced in the last 2 years.

#### Missing of Wagons

1414. SHRI HARIN PATHAK : Will the Minister of RAILWAYS be pleased to state:

- whether the Railway Board has received any representation regarding missing of wagons from the Government of Gujarat and Gujarat Electricity Board, since January, 1996;
- if so, the details thereof;
- the number of wagons missing since then; and
- the amount of claims filed by GEB and amount of claims settled; so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes Sir.

(b) to (d) A statement is attached.

#### Statement

A letter has been received from the Government of Gujarat regarding missing of coal rakes meant for the Power Houses of Gujarat Electricity Board (GEB).

The GEB has lodged claims for 75,464 less coal wagons received from the Railways during the period January 1996 to December 1997. Match delivery of 76,552 coal wagons has been granted to GEB against the booked wagons. Reconciliation of missing coal wagons of GEB Power Houses, with unconnected/diverted coal wagons being delivered to these Power Housees against shortage, is an on-going process and, at the close of April 1998, 1088 extra coal wagons have been supplied to the GEB.

As claims are offset by match adjustment on wagon basis, monetary value of the claims is not maintained.

#### On-going Railway Projects in Orissa

1415. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state:

- the details of on-going Railway Projects in Orissa alongwith the original estimated cost thereof;
- the funds allocated for each of those Projects so far; and
- the progress of each project as on date alongwith the time of completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (c) A statement is attached.

**Statement****New Lines**

S. No.	Name of Project	Original Cost (Rs. in Crs.)	Funds Alloted (Rs. in Crs.)	Progress of each project/TDC
1	2	3	4	5
1.	Talcher–Sambalpur	218.31	403.98	Talcher–Angul (18 Kms.) & Sambalpur–Maneswar (16Kms.) sections have since been completed. The work on balance portion is now expected to be completed by end of June'98.
2.	Daitari–Banspani	346.00	195.96	This is an important ongoing project. Earthwork and bridges is in progress from Kms. 0 to 124. In this stretch about 80 Kms. of the formation is ready in patches. From Kms. 124 to 155, transfer of forest land has been cleared and is expected to be made available after tree felling is completed (14 Kms.) by Oct.'98. The line is targetted for completion by Dec.'2003 to match the requirement of steel plants.
3.	Lanjigarh Road–Junagarh	100.00	11.47	623 hectares of land out of a total of 1220 hectare has been received from Lanjigarh to Bhavanipatna and earthwork and bridges work in this stretch has been taken up. TDC not yet fixed.
4.	Khurda Road–Bolangir	355.38	5.49	The work of final location survey is in progress between Khurda road and Bolangir and report is expected by 31.12.98. Once the survey is over, land acquisition will be processed and once the land becomes available the work would be taken up. TDC not yet fixed.
5.	Haridaspur–Paradeep	121.89	11.95	Final location survey has been completed and an amount of Rs. 5 crs. has been paid to the State Govt. for land acquisition. Work would be started as soon as land becomes available and will be progressed as per availability of resources. TDC not yet fixed.
6.	Angul–Sukinda Road	245.89	2.002	Final Location Survey has been taken up by M/s. Modi Projects and is expected to be completed by August, 1998. Further action will be taken after completion of FLS for acquisition of land. TDC not yet fixed.

**Doublings**

1.	Raghunathpur–Rahama	49.50	53.36	Earthwork, major and minor bridges are in progress. The work is targetted for completion in 98-99.
2.	Rajatgarh–Nergundi	37.63	52.07	The section from Rajatgarh to Salegaon (24 Kms.) is expected to be completed by Sept'98. The remaining section of 4 kms. has a fly over and would be ready by June'99 subject to land being made available by the State Government.
3.	Talcher–Cuttack–Paradeep	93.10	15.74	Soil investigation and detailed design on Birupa bridge has been completed and drawings are under preparation. For Mahanadi tenders for investigation and design have been opened and are under process.

1	2	3	4	5
4.	Titlagarh-Lanjigarh	66.61	0.02	The preparation of plans and estimates and land acquisition plans has been taken up.
5.	Rahama-Paradeep	37.35	9.06	The preparation of plans and estimates has been taken up. Land acquisition has been processed and work is being taken up.
6.	Nergundi-Cuttack-Raghunathpur	105.32	9.00	The preparation of plans and estimates and land acquisition plans has been taken up.
<b>Gauge Conversion</b>				
1.	Rupsa-Bangriposi	57.95	3.88	Earthwork has been taken up from kms. 0 to 75. Work will be regulated as per availability of resources. No. target date has yet been fixed.
2.	Naupada-Gunupur	47.00	0.001	The work will be taken up after the necessary clearances have been obtained.

[Translation]

**Cancellation of Free Railway Passes**

1416. SHRI MOTILAL VORA : Will the Minister of RAILWAYS be pleased to state:

(a) the criteria fixed for issuing of free Railway passes to different categories;

(b) the number of passes issued by the Railways during the last three years, category-wise;

(c) the annually financial burden borne by the railways on this account;

(d) whether the Railways have decided to cancel the free Railway passes issued earlier to the Social Political workers and other categories w.e.f. April 30, 1998; and

(e) if so, the total number of passes cancelled, category-wise alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Complimentary Card Passes are issued to various categories like former Members of Parliament, Freedom Fighters, former Railway Ministers, Gallantry Awardees (Army and Police), Arjuna Awardees, etc. as per scheme announced from time to time. Besides, Complimentary Card Passes are also issued at the personal discretion of the Minister of Railways as per guidelines, to eminent persons and organisations engaged in social, cultural, educational, sports and welfare activities and on compassionate/medical grounds. Complimentary Cheque Passes are also issued, for specific journeys in deserving cases on compassionate, medical grounds etc. with the approval of Minister of Railways, Minister of State for Railways or Members of Railway Board.

(b) Number of passes issued to various categories during last three years are as under:

S.No.	Category	1995-96	1996-97	1997-98
<b>(A) CARD PASSES</b>				
1.	Freedom Fighters	41,999	38,881	31,174
2.	Individuals & Organisations at discretion of Minister for Railways	315	425	518
3.	Ex-Minister, Minister of State and Deputy Minister for Railways	4	5	14
4.	Ex-Membs of Parliament	1301	1670	1694
5.	Arjuna Awardees/Olympic Medalists/ Asian & Commonwealth Gold Medalists	-	337	342
6.	Gallantry Awardees (Defence)	-	467	714

S.No.	Category	1995-96	1996-97	1997-98
7.	Gallantry Awardees (Police)	—	243	687
8.	Presidents/Secretaries of National Sports Federation of India	—	46	46
9.	Non-official members of Hindi Salahakar Samiti	27	27	37
<b>(B) CHEQUE PASSES</b>				
1.	Cheque Passes under discretionary powers	3273	6161	4018
		(7914 persons)	(15,483 persons)	(11,473 persons)
2.	Cheque Passes to licensed Porters (Coolie) per year		40,000	

(c) Since the passes are complimentary in nature, the cost thereof is not computed.

(d) No, Sir.

(e) Does not arise.

#### Setting up of Steel Plants in Bihar

1417. SHRI PRABHASH CHANDRA TIWARI : Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of steel plants proposed to be set up in public/private sector in Bihar, location-wise;

(b) the progress made in regard to each project; and

(c) the details of the public/private sector companies those are setting up these steel plants in the State?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) to (c) Under the New Industrial Policy announced in July, 1991, iron & steel has been exempted from the list of industries reserved for the Public Sector and also exempted from the purview of compulsory licensing. No industrial licence is, therefore, required to set up iron & steel production/processing facilities, save for certain locational restrictions. Entrepreneurs are, therefore, free to set up such facilities anywhere in the country based on their commercial judgement. As per available information, the Union Government do not propose to set up a steel plant in Bihar nor is there any proposal to set up a steel plant by the private sector in Bihar.

#### Manufacturing of Rail Engines/Coaches/Wagons

1418. SHRI MOHAN SINGH : Will the Minister of Railways be pleased to state:

(a) whether rail engines, coaches and wagons are being manufactured with the foreign assistance in the country; and

(b) if so, the names of the factories and the production capacity thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

[English]

#### Pensionary Benefits for Ex-Servicemen

1419. PROF. P.J. KURIEN : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have received various representations for increasing the pensionary benefits to ex-servicemen;

(b) if so, the details thereof;

(c) whether the Government have since appointed a Committee in this regard; and

(d) if so, the terms and reference thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) Yes, Sir.

(b) In the representations the following three major demands have been raised:-

(i) Acceptance of the demand related to 'One Rank One Pension' or as an alternative grant of One Time Increase (OTI) in pension to bridge the gap between pre and post 1-1-1996 retirees.

(ii) Grant of full pension (which is presently calculated on the basis of 33 years of service) on retirement/discharge from service irrespective of the length of service.

(iii) Making applicable the 5th Pay Commission's recommendations with regard to disability pension with retrospective effect to cover the past disabled pensioners also.

(c) No, Sir.

(d) Does not arise.

[Translation]

#### Drinking Water Projects in Maharashtra

1420. SHRIMATI SURYAKANTA PATIL : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) the names of the ongoing Indo-German collaborated water supply projects in the State of Maharashtra, location-wise;

(b) the details of the amount sanctioned/spent, project-wise; and

(c) the present position/target fixed for their completion, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIR AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) The Maharashtra Jeevan Pradhikaran has reported that there is no ongoing Indo-German collaborated water supply projects in Maharashtra.

(b) and (c) Do not arise.

[English]

#### Financial Allocation by CAPART

1421. SHRI ANANT KUMAR HEGDE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state: the details of financial allocation given by Council for Advancement of People's Action and Rural Technology (CAPART) on various projects in the country, State-wise during the last 2 years?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : A Statement giving details of financial allocation given by Council for Advancement of People's Action and Rural Technology (CAPART) on various projects in the country, State-wise during the period from 1.4.1996 to 31.3.1996 is enclosed.

#### Statement

Statement giving details of financial allocation given by Council for Advancement of People's Action and Rural Technology (CAPART) on various projects in the country, Statewise during the period from 1.4.1996 to 31.3.1996

(Rs. in Lakhs)

S.No.	State/U.T.	No. of Projects	Amount Sanctioned
1	2	3	4
1.	Andhra Pradesh	655	1948.33

1	2	3	4
2.	Arunachal Pradesh	4	6.73
3.	Assam	69	419.34
4.	Bihar	283	675.30
5.	Chandigarh	1	1.33
6.	Delhi	14	114.23
7.	Gujarat	184	570.99
8.	Haryana	21	148.20
9.	Himachal Pradesh	20	151.87
10.	Jammu & Kashmir	11	37.22
11.	Karnataka	88	383.03
12.	Kerala	117	790.76
13.	Madhya Pradesh	77	281.01
14.	Maharashtra	81	436.37
15.	Manipur	61	212.89
16.	Meghalaya	2	12.67
17.	Mizoram	15	151.29
18.	Nagaland	10	17.22
19.	Orissa	205	436.56
20.	Pondicherry	1	3.99
21.	Punjab	4	15.68
22.	Rajasthan	58	176.05
23.	Tamil Nadu	207	924.27
24.	Tripura	6	18.99
25.	Uttar Pradesh	337	741.43
26.	West Bengal	311	1028.50
TOTAL:		2742	9711.25

Provisional

#### Inter-city Trains

1422. SHRI RAJVEER SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) the number of inter-city trains running in Uttar Pradesh;

(b) whether the Government propose to introduce an inter-city train between Delhi-Bareilly via Moradabad;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) 16 pairs of Intercity Express trains (day time), including 3 pairs of Shatabdis serve U.P.

- (b) There is no such proposal at present.
- (c) Does not arise.
- (d) Operational difficulties and resource constraints.

#### Granite Reserve

1423. SHRI TATHAGATA SATPATHY :  
SHRI RANJIB BISWAL :

Will the Minister of STEEL AND MINES be pleased to state:

- (a) the location of granite mines in the country State-wise;
- (b) the approximate quantum of granite reserve in those mines;
- (c) the names of private as well as public sector undertakings to which those mines have been leased out;
- (d) the total production of granite during the last three years; and
- (e) the quality of stones found in the State of Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) & (c) Granite is a minor mineral in terms of Section-3(e) of Mines & Minerals (Regulation, and Development) Act, 1957, and as such grant of mineral concessions of granite is regulated by Minor Mineral Concession Rules framed by the concerned State Governments. In view of the above, the Central Government does not have information on State-wise area given on lease for granite.

(b) As per the National Mineral Inventory prepared by Indian Bureau of Mines for granite as on 1.4.1995 the provisional total recoverable reserves of granite in the country are placed at 1027.42 million cubic meters. Of which 243.54 million cubic meters are of black granite, 771.12 million cubic meters of coloured granite and the remaining 12.76 million cubic meters are of unclassified category.

(d) Being a minor mineral, data on production of granite is not maintained by the Central Government.

(e) As per the information available with Indian Bureau of Mines, occurrences of dimensional Stone (granite) have been reported from almost all the districts of Orissa. The colours of these stones vary from grey, pink,

black to blue and different mixes of these shades. Textures also vary from fine to medium to coarse grains with assorted and variegated appearance resembling bands, flowers and textile and wall paper designs.

[Translation]

#### Ownership Right

1424. PROF. JOGENDRA KAWADE : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

- (a) whether there is any policy of the Government to give ownership right to the poor people living in the resettlement colonies of Delhi; and
- (b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) Yes, Sir.

(b) The terms and conditions for grant of lease-hold rights to the allottees of the plots/tenements developed/constructed in the resettlements colonies under the J.J.R. Scheme, are as per enclosed Statement.

#### Statement

##### *Terms and Conditions for Grant of Lease Hold Rights*

- (a) Leasehold rights be granted on payment of full cost of plots/tenements by the allottees which may be limited to Rs. 1250/- (Rupees one thousand two hundred and fifty only) for a 25 sq. yd. plot subject to restriction on transfer vide sub-para (b) below.
- (b) The allottees will not have the right to transfer the plots freely. They will, however, have the option of surrendering the plots to the DDA on receiving the cost paid by them.
- (c) The cost of plots/tenements be recovered in lumpsum but in the case of those who prefer to made payment in instalments, a uniform period of 15 years may be allowed.
- (d) The rent paid by the allottees after 15th March, 1977 may be adjusted towards cost of plots/tenements. The allottees should clear arrears of rent, if any, before transfer of leasehold rights.
- (e) Interest be charged from allottees with effect from 16th March, 1997 on the cost of plots/tenements recoverable from them, at a uniform rate of 5%. Continuous default in payment of instalments should involve cancellation of the ownership rights and eviction.

Ground rent at the rate of 2.5% per annum should be charged from the allottees.

[English]

**Recruitment of Youths in Army  
from N.E. Regions**

1425. SHRI CHAMAN LAL GUPTA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government propose to launch a special drive to recruit youths in Army, particularly youths from North-East and Jammu and Kashmir States;

(b) if so, the details thereof; and

(c) the details of drives launched to recruit youths of Jammu and Kashmir in Army during the last three years till date?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (c) The Government have decided to launch a special drive to recruit youths in Army from North-East (NE) and Jammu and Kashmir (J&K) States.

2. The concerned Zonal Recruiting Offices have

been directed to take the following measures to launch the drives:-

- (i) Ensure adequate publicity regarding the special drive in NE States.
- (ii) Work out a comprehensive recruiting schedule for NE States.
- (iii) Ensure adequate coverage of all NE States while organising recruitment rallies.
- (iv) Directions have been given for holding recruitment rallies in the Poonch-Rajouri Sector of J&K and the Kashmir Valley.

Additional 300 vacancies have been allotted to NE States in the second quarter of 1998-99. More vacancies will be allotted in the third and fourth quarters after assessing the actual intake in the second quarter and the capacity of NE States to utilise these vacancies. Similarly J&K will also be allotted additional vacancies if considered necessary.

3. The details of recruitment rallies conducted by Army in Jammu and Kashmir during the period 1994-98 is given in the enclosed Statement.

**Statement**

*Details of Recruitment Rallies for the recruitment year 1994-98*

S. No.	Place	Date/Duration	Name of BRO/RO (HQ)	Area Covered
1	2	3	4	5
<b>01 Apr. 94 to 31 Mar. 95</b>				
1.	Tangdhar	07-08 Jul. 94 (02 days)	Srinagar	Srinagar/Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
2.	Doda	27-30 Jul 94 (04 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
3.	Surankote	19-22 Aug 94 (04 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
4.	Uri	01-02 Sep 94 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
5.	Udhampur	15-17 Sep 94 (03 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
6.	Drugmulla	15-16 Sep 94 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Baramula, Leh & Kargil
7.	Chasana	17-19 Oct 94 (03 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
8.	Ramban	12-13 Nov 94 95 (02 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
9.	Rajouri	10-12 Jan 95 (03 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
10.	Ramban	29-30 Jun 95 (02 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
11.	Kargil	17-18 Jul 95 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil

1	2	3	4	5
12.	Rajouri	30–31 Jul 95 (02 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
13.	Gurej	11–12 Aug 95 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
14.	Leh	21–26 Aug 95 (06 days)	Srinagar	-do-
15.	Dras & Kargil	24–26 Aug 95 (03 days)	Srinagar	-do-
16.	Kulgam	14–17 Sep 95 (04 days)	Srinagar	-do-
17.	Doda	11–14 Oct 95 (04 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
18.	Durgmul	12–14 Oct 95 (03 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
19.	Uri	26–28 Oct 95 (03 days)	Srinagar	-do-
20.	Poonch	08–11 Nov 95 (04 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
21.	Rajouri	23–25 Jan 96 (03 days)	Jammu	-do-
22.	Kulgam	30–31 Mar 96 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
<b>Apr. 96 to 31 Mar. 97</b>				
23.	Chanderkote	01–05 May 96 (05 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
24.	Gul	10–13 Jun 96 (04 days)	Jammu	-do-
25.	Gurej	01–03 Aug 96 (03 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
26.	Rajouri	01–04 Aug 96 (04 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
27.	Dras & Leh	20 Aug 96 (01 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
28.	Tangdhar	03–04 Oct 96 (02 days)	Srinagar	-do-
29.	Uri	24–25 Oct 96 (02 days)	Srinagar	-do-
30.	Dharmari	09–11 Dec 96 (02 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
31.	Kulgam	26–29 Dec 96 (04 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
32.	Srinagar	29–30 Apr 97 (02 days)	Srinagar	-do-
33.	Kishtwar	11–12 May 97 (02 days)	Srinagar	-do-
34.	Doda	21–22 Aug 97 (02 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
35.	Rajouri	10–13 Sep 97 (04 days)	Jammu	-do-
36.	Leh	22–23 Sep 97 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Badgam, Pulwama, Baramula, Leh & Kargil
37.	Pallanwala	04 Oct 97 (01 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda
38.	Tangdhar	13–14 Oct 97 (02 days)	Srinagar	Srinagar, Anantnag, Kupwara, Pulwama, Badgam, Baramula, Leh & Kargil
39.	Srinagar	09–10 Dec. 97 (02 days)	Srinagar	-do-
40.	Doda	19–21 Jan 98 (03 days)	Jammu	Jammu, Kathua, Poonch, Rajouri & Doda

**Train Accidents at Faridabad Railway Station**

1426. SHRI C.P.M. GIRIYAPPA : Will the Minister of RAILWAYS be pleased to state:

- (a) whether frequent accidents take place at New Town Faridabad Railway Station;
- (b) if so, the reasons therefor;
- (c) whether a large part of Railway station land has been encroached by unauthorised persons;
- (d) if so, the remedial steps is being taken in this regard;
- (e) whether it is also a fact that passengers coming from Bata Chowk side/ 1 No. 2 No. etc. can not reach the platform without crossing the railway track which is said to be the busiest track in the country causing innumerable accidents every day; and
- (f) the remedial steps is likely to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) No, Sir. Only two train accidents during 1997-98 have taken place at Faridabad New Town Railway Station which included one derailment and one collision. While the derailment was caused on account of improper setting of points, the collision was caused due to the driver of the train ignoring the signal.

(c) Yes, Sir. A small portion of New Town Faridabad Railway Station has been encroached.

(d) Efforts are being made to remove the encroachments with the help of RPF/GRP and State Government.

(e) There is no authorised entry to the station from the Bata Chowk side which is on west of the station. The station building and circulating area are on the east side where an FOB exists connecting the three platforms. Passengers living on the Bata Chowk side can cross over to east side through an existing level crossing and then enter the station through regular entry. Some people on Bata Chowk side, however, directly approach platforms by trespassing the tracks.

(f) For the convenience of public, a road over bridge in lieu of the existing level crossing is already included in the Works Programme, 1997-98 vide item No. P.B.1997-98.

**Development of Slum in Guwahati**

1427. SHRI NRIPEN GOSWAMI : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

- (a) whether any financial assistance has been provided by the Union Government for the development of slum areas of Assam;
- (b) if so, the details thereof;
- (c) whether any proposal has been submitted by the State Government of Assam for the development of slum and construction of drains in the city of Guwahati; and
- (d) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) and (b) Since 1996-97 the Government of India is providing Additional Central Assistance to States/UTs having urban population for slum development. Under this scheme, Rs. 222 lakh and Rs. 207 lakh has been released to the Government of Assam during 1996-97 and 1997-98 respectively. Under this programme no city specific grants are released nor are city specific schemes approved by the Government of India.

(c) and (d) The Deptt. of Economic Affairs, Govt. of India forwarded the project profile viz. Guwahati Metropolitan Area Storm Drainage Improvement Programme received from Govt. of Assam to this Ministry for comments/views on proposal. This Ministry examined the Detailed Project Report and communicated its technical observation to the Town and Country Planning Deptt. Govt. of Assam requesting them to revise and resubmit the project. The Ministry also requested Deptt. of Economic Affairs to pose this project for OECF assistance under 1998-99 package. However, it is informed by Deptt. of Economic Affairs that this proposal has not been found suitable by OECF.

**New Terminous Building at Bagdogra**

1428. SHRI AMAR ROYPRADHAN : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the construction work of New Terminous Building at Bagdogra Airport is held up due to Defence objections;
- (b) if so, the details of the main objections raised; and
- (c) the steps that have been taken by the Government to remove them?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No, Sir.

(b) and (c) The site was handed over to the Airports Authority of India in February, 1998, after the objections raised by Defence authorities regarding the location of the civil enclave and construction of a separate approach road were discussed and resolved. Work has commenced in April, 1998.

[Translation]

#### Inauguration of Railway Projects

1429. SHRI RAMDAS ATHAWALE : Will the Minister of RAILWAYS be pleased to state:

(a) the details of railway projects inaugurated foundation stone laid during the last two years; and

(b) the total expenditure incurred on the advertisements, posters and the functions organised by the Government to lay the foundation stones and inauguration of these projects during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) The information is being collected and will be laid on the table of the Lok Sabha.

[English]

#### Infrastructure Status for Steel Sector

1430. SHRI K.S. RAO : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Steel Manufacturers Association have demanded infrastructure status for the Steel Manufacturing Sector;

(b) if so, the details thereof and the steps taken by the Government thereon; and

(c) the details of the concessions that are available for the Steel sector?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) Yes, Sir. Some of the steel manufacturers and Industry Associations have demanded infrastructure status for the steel sector, in order to avail of the incentives available to infrastructure sector. However, Govt, have not acceded to the request at present.

(c) The steel sector has been accorded priority status in the Industrial Policy. Under this, it enjoys automatic approval for Foreign Direct Investment upto 74% of equity in a steel project and automatic approval for Foreign Technology Agreement involving a fee upto US\$ 2 million. Besides, under Exim Policy, steel projects can avail of

concessional duties, including zero duty for import of capital goods under Export Promotion Capital Goods Scheme.

#### Deraiment of Sealdah-Kanchenjunga Express

1431. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of RAILWAYS be pleased to state :

(a) whether Sealdah-Kachenjunga Express derailed near Azamgarh Railway Station on May, 6, 1998;

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

(c) the number of persons killed/injured and value of Government property damaged thereby;

(d) the amount of compensation paid to the victims;

(e) whether any inquiry has been conducted therein; and

(f) if so, the outcome of the inquiry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir. On 6.5.1998, 4 coaches of 5658 Kanchenjunga Express derailed between Shamshi and Kumarganj Stations of Katihar Division, Northeast Frontier Railway. The reason of this accident is human failure.

(c) No person was either killed or injured in this accident. The loss of Government property was estimated as Rs.0.09 lakhs.

(d) Does not arise.

(e) and (f) The accident was enquired into by a Committee of Officers which held the staff of Engineering Department responsible for this accident.

#### Reclassification of Airports

1432. SHRI MOHAN RAWALE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is proposed to reclassify airports at Delhi and Mumbai and develop them as international hubs on the lines of Amsterdam and Frankfurt;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) In the policy on airport infrastructure, an effort has been made to classify airports, with a view to developing them to meet the future growth of passenger and cargo traffic, into three categories, namely, international hubs, regional hubs and other airports. Delhi and Mumbai are classified as international hubs.

### Level Crossings in Kerala

1433. SHRI MULLAPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state:

- (a) the number of manned and unmanned railway level crossings in Kerala, separately;
- (b) the number of railway accidents that have occurred during the last three years at such level crossings;
- (c) whether many of these accidents have been occurred due to the unmanned level crossings;
- (d) if so, the steps proposed to be taken by the Government to prevent the recurrence of such accidents;
- (e) whether the Government propose to set up any more manned and unmanned railway crossings in Kerala; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Number of manned and unmanned level crossing in Kerala;

Manned = 413 Nos.

Unmanned = 227 Nos.

(b) Number of accidents that have occurred during the last 3 years at such level crossings.

S.No.	Year	No. of accidents
1.	1995-96	2
2.	1996-97	1
3.	1997-98	2
Total :		5

(c) No, Sir. Accidents at unmanned level crossings mainly occurred due to negligence of the road users who failed to observe the road signs available at these gates and also the stipulations contained in the Motor Vehicle Act, 1988.

(d) The following steps have been taken by the Railway to prevent accident at unmanned level crossings.

1. Proper Road Signs have been provided on approaches to level crossings so that road vehicle drivers become aware of the existence of a level crossing gate.
2. Speed breakers/rumble strips have been provided on approaches to level crossing gates so that road vehicle drivers are reminded to reduce their speed.

3. Whistle boards are also provided alongside the rail track on approach to level crossings. Train drivers are required to whistle from the whistle board till such time as the train passes the level crossing gate in order to warn road users about the approaching train. Periodic drives are launched for checking whether drivers are actually whistling from such whistle boards.
4. For improving the safety at unmanned level crossing gates prototype electronic audio-visual warning devices have been installed on a trial basis at some selected level crossing gates.
5. Road users have still not got used to the faster speeds of Mail/Express trains. A train travelling at 90 KMPH covers 25m/sec. Thus, although to the road user the train appears to be 150 meters away, in terms of time it is only 6 seconds away. This message is being conveyed to them progressively by various publicity measures.
6. To educate road drivers about safety at unmanned level crossings publicity campaigns are periodically launched through various media like quickies on TV, cinema slides, posters, talks on radio, newspaper advertisements and street plays.
7. Since accidents at unmanned level crossings take place due to negligence of road users, the State Governments can also help by exercising strict checks while issuing driving licences, specially to drivers of trucks, buses and other heavy vehicles. All Chief Secretaries have been requested to co-operate in educating road users.
8. Joint Ambush checks with civil authorities are conducted to nab errant road vehicle drivers under the provisions of the Motor Vehicles Act 1988 and the Railways Act, 1989.
9. Level crossings having very heavy traffic density are being progressively interlocked with signals on a planned basis.
10. In addition to interlocking of level crossing gates, telephones are also being gradually provided at all manned level crossing gates.
11. Surprise checks and night inspections are regularly conducted to check the alertness of gatemen.
12. Involvement of village Panchayats in the railways public awareness programmes is also being done.

13. Permission has been received from some of the State Governments, for putting up level crossing safety posters at village panchayat offices. These posters are presently under printing and this work will be started in the near future.
14. Permission has also been received from IOC/HPC/BPC for putting up level crossing safety posters at retail petrol pumps. These posters are presently under printing and this work will also be started in the near future.
- (e) Yes, Sir. Proposals for construction of two new manned level crossings on 'deposit' terms have been received and they are under consideration.
- (f) i) Level crossing at km 822/11-12 sponsored by Bakal Resort Development Corporation Limited. Kasaragod.
- ii) Level crossing at Eravakkad at km 44/2-3 between Pudukkad and Ollur Railway Stations in Thrissur District sponsored by Government of Kerala.

**Construction of Rail Line between  
Gadwal and Raichur**

1434. SHRI K. YERRANNAIDU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to consider the demand of members of Parliament for construction of new railway line between Gadwal and Raichur in Andhra Pradesh on a priority basis; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir. The project has been included in the Budget, 1998-99, with the proviso that the work will be taken up after the requisite clearances have been obtained.

**Powers to States in Mining Sector**

1435. SHRIMATI JAYANTI PATNAIK : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the State Governments have been demanding more powers in the mining sector;

(b) whether the Government proposes to change the Central Mining Legislation Act in view of the demands of the State Government; and

(c) if so, the steps taken by the Government in that direction?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) Yes, Sir. The State Governments from time to time have been demanding more powers pertaining to grant and renewal of Prospecting licences and Mining leases. etc.

(b) and (c) The Central Government constituted a Committee under the Chairmanship of Secretary, Ministry of Mines, Government of India with Mining Secretaries of State Governments of Orissa, Rajasthan, Karnataka, Madhya Pradesh, Andhra Pradesh, Bihar, Gujarat, Assam and Himachal Pradesh, Secretary General, Federation of Indian Minerals Industries and Controller General, Indian Bureau of Mines etc. as Members. The terms of reference of the Committee inter-alia included review of the existing laws and procedures governing regulation and development of minerals and to recommend steps to make them compatible with the policy changes and to suggest steps to reduce delays in grant/renewal of Prospecting licences/ Mining leases. The Committee was also to consider and suggests further delegations of powers to the State Governments regarding grant/renewal of Prospecting licences/Mining leases and measures to be taken to prevent illegal mining. The Committee has submitted its report to the Government and further necessary action has already been initiated.

**Installation of Radars at Mumbai and New Delhi**

1436. SHRI R. SAMBASIVA RAO : Will the Minister of CIVIL AVIATION be pleased to state;

(a) whether Airport Authority of India has been urged to expedite installation of modern Secondary Surveillance Radars (SSRs) at Mumbai and New Delhi;

(b) if so, whether the current handling capacity of the New Delhi airports is only about 12 to 15 movements per hour;

(c) if so, whether the Lahoti report has called for early commissioning of the Secondary Surveillance Radars (SSRs) at both the high traffic airports; and

(d) if so, to what extent the recommendations of the Lahoti Commission have been accepted?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) While the report of the Lahoti Commission is under consideration, Airports Authority of India has taken steps for the installation of Secondary Surveillance Radars as part of the modernisation of Air Traffic Services at Mumbai & Delhi airports with a view to enhancing the safety and aircraft traffic handling capacity.

### Induction of 320 Aircraft in Indian Airlines

1437. DR T. SUBBARAMI REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Indian Airlines has decided to induct four dry-leased A-320 aircrafts in addition to Two A-300 immediately;

(b) if so, whether it was decided that induction of four A-320 aircrafts will be necessary to reduce the shortage of fleet capacity with the Indian Airlines;

(c) if so, whether the capacity shortage has arisen from the growth in traffic demand as well as to cope with the grounding of nine A-320 aircrafts from, the month of April, 1998 onwards; and

(d) if so, the steps being taken to meet the shortage of the aircrafts by the Indian Airlines?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) The Board of Directors of Indian Airlines has accorded its "in principle" approval for dry lease of four A-320 aircraft - 2 from October, 98 and 2 from November, 98 to meet the traffic requirements in Winter 1998-99.

(c): No. Sir.

(d): Does not arise.

[Translation]

### Export of Steel

1438. SHRI PRABHASH CHANDRA TIWARI : Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there has been a remarkable increase in the export of steel, during the last year; and

(b) if so, the details thereof, plant-wise?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b) There has been a 15.6% increase in the export of saleable steel during 1997-98 vis-a-vis exports in 1996-97.

The details of exports made by the main producers and secondary producers during 1997-98 and 1996-97 are as follows:

	('000 tonnes)	
	1997-98 (Prov.)	1996-97
SAIL	703.0	487.0
TISCO	420.6	400.4
RINL	395.0	482.0
SECONDARY PRODUCERS	700.0	550.0
TOTEL :	2218.6	1919.4

[English]

### NGOs Participation in Rural Development

1439. SHRI ANANT KUMAR HEDGE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) details of the Non Government Organisations working on Rural Development projects in the country, State-wise;

(b) whether the Government provide them any aid; and

(c) if so, the details thereof and the criteria adopted in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL) : (a) A Statement giving State-wise details of the Non-Government Organisations assisted by Council for Advancement of People's Action and Rural Technology (CAPART) since its inception and till 31.3.1998 for implementation of rural development projects is enclosed.

(b) Yes, Sir. Government provides financial assistance through CAPART to the Non-Government Organisations for implementation of the rural development projects.

(c) Since inception and till 31.3.1998, CAPART has sanctioned an assistance amounting to Rs.475.04 crore to the Non-Government Organisations for implementation of 17677 rural development projects. The criteria for getting assistance from CAPART is as follows:-

- i) The applicant N.G.O. should have been registered under the Societies Registration Act, 1860 or a State amendment thereof, the Indian Trusts Act, 1882 or the Religious and Charitable Institutions Registration Act, 1920.
- ii) The applicant N.G.O. should have had a bank or post office account for the last three years.
- iii) the applicant N.G.O. should be working with beneficiaries in rural areas, if its headquarters are located in an urban area.
- iv) The applicant N.G.O. should have not been put up on the CAPART list of organisations to which funding has been suspended.

**Statement**

State-wise details of the Non-Government Organisations assisted by Council for Advancement of People's Action and Rural Technology (CAPART) since its inception and till 31.3.1998 for implementation of rural development projects

S. No.	State/U.T.	No. of N.G.Os assisted by CAPART
1.	Andhra Pradesh	765
2.	Arunachal Pradesh	4
3.	Assam	93
4.	Bihar	750
5.	Chandigarh	5
6.	Delhi	174
7.	Goa	3
8.	Gujarat	172
9.	Haryana	94
10.	Himachal Pradesh	50
11.	Jammu & Kashmir	17
12.	Karnataka	227
13.	Kerala	218
14.	Madhya Pradesh	186
15.	Maharashtra	262
16.	Manipur	197
17.	Meghalaya	8
18.	Mizoram	21
19.	Nagaland	26
20.	Orissa	375
21.	Pondicherry	4
22.	Punjab	6
23.	Rajasthan	198
24.	Tamil Nadu	506
25.	Tripura	6
26.	Uttar Pradesh	1189
27.	West Bengal	345
<b>TOTAL:</b>		<b>6401</b>

Provisional.

**Gauge Conversion**

1440. SHRI RAJVEER SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) the total length and the details of sections of metre gauge railway lines converted into broad gauge during the last three years, Zone State-wise;

(b) whether the progress of these Conversion projects are as per the schedule;

(c) if so, the expenditure incurred on the above conversion work; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) A statement is attached.

(b) Yes, Sir.

(c) Rs. 3494.31 crores.

(d) Does not arise.

**Statement**

(a) The details of section converted into broad gauge during the last three years, Zone/State-wise is as under :

	1995-96	KMS	Zone	State
	1	2	3	4
Harlapur-Hospet		67	SC Rly.	Karnataka
Hospet-Swamahalli		60	-do-	-do-
Londa-Castlerock		25	-do-	-do-
Mudkhed-Nanded		23	-do-	Andhra Pd.
Nailalung-Dimapur		38	N.F.Rly	Assam
Yellahanka-Chickballapur		46	S.Rly.	Karnataka
Makrana-Parbatsar		21	N.Rly.	Rajasthan
Samastipur-Darbhanga		37	N.E.Rly.	Bihar
Giddalur-Nandyal		69	S.C.Rly.	Andhra Pd.
Gunda Rd.-Kottur		50	S.C.Rly.	Karnataka
Aunrihar-Chhapra		171	N.E.Rly.	Uttar Pd.
Yeshwantpur-Salem		46	S.Rly.	Karnataka/ T. Nadu
Chhindwara-Parasia		28	C.Rly.	Madhya Pd.

1	2	3	4
Dimapur-Furkating	70	N.F.Rly.	Assam
Guwahati-Kamakhaya	07	-do-	-do-
Total :	758 kms		

**1996-97**

Wadsa-Nagbir	28	S.E.Rly.	Maharashtra
Arasikere-Hassan	47	S.Rly.	Karnataka
Hossur-Salem	151	S.Rly.	Tamilnadu
Mau-Shahganj	99	N.E.Rly.	Uttar Pd.
Hassan-Holenarsipur	30	S.Rly.	Karnataka
Mehsana-Marwar-Ajmer	423	W.Rly.	Rajasthan
Guntakal-Nandyal	136	S.C.Rly.	Andhra Pd.
Sagauli-Narkatiaganj	59	N.E.Rly.	Bihar
Castle Rock-Vasco	87	S.C.Rly.	Goa
Furkating-Mariani	193	N.F.Rly.	Assam
Tinsukia-Dibrugarh	48	-do-	-do-
Tinsukia-Lekhapani	63	-do-	-do-
Total :	1364 kms		

**1997-98**

Hassan-Sakleshpur	42	S.Rly.	Karnataka
Kolar-Bangarpet	18	-do-	-do-
Trichy-Thanjavur	50	-do-	Tamilnadu
Hajipur-Bachwara	71	N.E.Rly.	Bihar
Jodhpur-Marwar	103	N.Rly.	Rajasthan
Holenarsipur-Hossa-Agarahara	19	S.Rly.	Karnataka
Dronachalam-Mehboobnagar	185	S.C.Rly.	Andhra Pd.
Hotgi-Bijapur	97	S.C.	Karnataka
Jorhat-Furkating	67	N.F.Rly.	Assam
Nagbir-Chandafort	111	S.E.Rly.	Maharashtra
Simalguri-Sheosagar	16	N.F.Rly.	Assam
Hosa Agrahara-Mysore	68	S.Rly.	Karnataka
Total :	847 kms		

**Introduction of Trains**

1441. SHRI TATHAGATA SATPATHY : Will the Minister

of RAILWAYS be pleased to state:

(a) whether the Government propose to expand rail service between Cuttack and Talcher in Orissa; and

(b) if so, the number of new passenger trains proposed to be introduced in the Ninth Five Year Plan between Cuttack and Talcher?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir. Introduction of trains on Indian Railways including Cuttack-Talcher sector is a continuous process depending on operational feasibility, resource availability and traffic justification. It has been decided to introduce the following services linking Cuttack with Talcher during 1998-99.

(i) An Express Trains between Bhubaneswar and Rourkela.

(ii) One pair of passenger train between Talcher and Sambalpur which will provide connection with existing DMUs so that Jharsuguda/Sambalpur passengers can commute upto Cuttack/ Puri.

**Extension of Agra City-Hazrat Nizamuddin Intercity Train**

1442. SHRI C.P.M. GIRIYAPPA : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to extend Agra City-Hazrat Nizamuddin Intercity train upto New Delhi railway station alongwith its stoppages at Faridabad New Town railway station; and

(b) if so, the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) There is no such proposal at present.

(b) Does not arise.

**Reservation Problems of Kerala Bound Passengers**

1443. PROF. P.J. KURIEN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Kerala bound passengers are facing lot of problems in getting reservation during the summer season in Delhi;

(b) if so, the details thereof; and

(c) the steps being taken to set the system right and mitigate the difficulties of the public?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Some passengers do remain on the waiting list.

(c) At present 6 trains are available ex-Delhi area for Kerala bound passengers. Additional coaches are attached as and when required to clear the rush of the passengers.

[Translation]

#### Construction of Road Bridge at Chhitauni-Vagaha Rail Line

1444. SHRI MOHAN SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that there was a proposal to construct a road-bridge at Chhitauni Vagaha rail-line under North-Eastern railway to link Uttar Pradesh with Bihar;

(b) if so, whether the Governments of Uttar Pradesh and Bihar have given their contribution for this scheme; and

(c) if so, the time by which the above bridge is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir.

(c) The bridge is likely to be completed in 2 years.

[English]

#### Cancellation of DDA Shop/Flat

1445. DR. BIZAY SONKAR SHASTRI : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether DDA cancel the allotment of shops/flats if the payments are not made within the stipulated time by the allottees;

(b) whether the DDA fails to handover the possession of shops/flats even after receipt of full payment from the allottees within the stipulated time;

(c) if so, the guidelines/rules laid down in regard

thereto; and

(d) the time by which the possession of such shops/flats are likely to be handed over to the allottees?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) Yes, Sir. The allotment of the shops/flats is cancelled if the payment is not made within the stipulated period. However extension upto 180 days is permitted subject to payment of interests.

(b) and (c) No, Sir, except in cases where basic services are not available.

(d) Normally the possession of the shops/flats is handed over within 60 days of the receipt of the payment and requisite documents.

#### Fire in Goods Train

1446. SHRIMANIKRAO HODLYA GAVIT : Will the Minister of RAILWAYS be pleased to state:

(a) whether a major fire broke out in wagons of a goods train near Jabalpur Railway Station in the first week of May, 1998; and

(b) if so, the reasons therefor, along with the value of property lost thereby?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) Yes, Sir. The reason for this fire accident is derailment owing to cold breakage of the journal of oil tank wagon. The value of property lost in this accident is Rs. 67.40 lakhs.

#### Facilities to Senior Citizen

1447. SHRI MOHAN RAWALE : Will the Minister of RAILWAYS be pleased to state:

(a) the facilities are being provided to senior citizen by the Railways;

(b) whether the Government propose to give some more facilities to senior citizens; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) 25% concession in Second and Sleeper Class Mail/Express fares is admissible to Senior Citizens of 65 years and above.

(b) Yes, Sir.

(c) In the Budget proposals for 1998-99, it is proposed to increase the element of concession from 25% to 30% and grant concession in all classes and trains, including Rajdhani and Shatabdi trains.

#### Construction of Over Bridge in Kerala

1448. SHRI MULLAPALLY RAMACHANDRAN:

SHRI T. GOVINDAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received representations regarding construction of over bridges at level crossings in Kerala;

(b) if so, the details thereof;

(c) whether the Government propose to construct some over bridges at Railway level crossings in Kerala;

(d) if so, the details thereof location-wise;

(e) the time by which the said over bridges are likely to be constructed;

(f) the details of the over bridges which are already under construction and estimated expenditure likely to be incurred thereon; and

(g) the time by which these bridges are likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) State Govt. had proposed construction of following ROB's:-

S. No.	ROB in lieu of level crossing No.	Railway Km.	Railway Location
1	2	3	4
1.	9	15-6-7	WADAKANCHERRY-KATTILANGAGDI

1	2	3	4
2.	186	666/11-12	WEST HILL (KOZHIKODE)
3.	54	67/13-14	KORATTY
4.	48	62/9-10	CHALAKUDDY
5.	71	102/13-14	IDAPALLY
6.	178	662/5-6	PANNIYANKARA
7.	215	713/10-11	CHORODE
8.	196	679/1-2	VENGALAM
9.	192	673/8-9	VENGALI
10.	232	738/7-8	MUZHUPPLIANGADY
11.	272	810/1-2	PADANAKKAD
12.	269	805/5-6	
13.	-	-	ROB CONNECTING BOC ROAD AND V.H. ROAD IN PALLAKKAD TOWN.
14.	177	660/4-5	MEENCHANDA ROAD (FERROKE & KALLAI)
15.	8	8/17-18	TIRUPUNNITHURA

Note : Item No. 1 & 15 - Works were sanctioned but frozen as State Government failed to take action for completion of necessary formalities.

(c) Yes, Sir.

(d) A Road Over Bridge in lieu of level crossing No. 1 at Km. EQ 1/11-12 at Kathrikadavu between Eranakulam and Tirupunnithara has been included in Railway Budget of 1998-99.

(e) It will be taken as sanctioned on passing of Railway Budget by Parliament. Thereafter further action will be taken.

(f) and (g) Road over bridges under constructions on cost sharing basis :

Description	Cost of Work		Remarks
	Rly. Share	/ Highway Share	
1	2	3	4
1. Road Over Bridge in lieu of level crossing No. 13 & 15 in Shoranur-Chochin section Mulagunnathukavu at Km. 19/0-1.	48.04	47.90	25% of Railway Portion completed. Land acquisition for approach road is under progress by Road Authority.

1	2	3	4
2. Road Over Bridge on link road NH-47A connecting Wellington Island and Cochin Bypass in Kranakulam -Alleppey Sec.	375.95	375.95	56% of Railway portion completed & 60% of Road approach completed.
3. Road Under Bridge in lieu of level crossing No. 561 at Km.179/13-14 near Varkala in Quilon-Trivandrum section.	236.93	304.75	Contract awarded and work will be taken up shortly.
4. Road Over Bridge at Km.732/12-13 in lieu of level crossing at Km. 732/9-10 near Tellicherry	91.88	91.8	Railway's portion 90% complete and State Govt.'s 55%.

The work are expected to be completed by 30.04.1999.

### Telecom Network in Railways

1449.DR. T. SUBBARAMI REDDY : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways are competent enough to provide internet service;

(b) if so, whether the Railways are prepared to offer its telecom lines on lease at 80% of the cost offered by the DoT; and

(c) if so, the time by which final decision in this regard is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) No Sir. The exact tariff is, yet to be decided.

(c) Railways are studying the technical and financial implications of providing telecom backup for internet service.

### [Translation]

### House Building Scheme for Bihar

1450.SHRI PRABHASH CHANDRA TIWARI : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether the Government of Bihar has sent any house building scheme for approval and financial assistance;

(b) if so, the details thereof;

(c) the present status of the same; and

(d) the amount of assistance likely to be given for the schemes?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA) : (a) and (b) Yes, Sir. Various housing agencies in Bihar have submitted 10 housing projects to HUDCO seeking loan assistance of Rs. 37.43 crores. Scheme-wise details are given in the Statement enclosed.

(c) and (d) Loan amounts as admissible according to HUDCO's financing pattern will be released after these schemes are appraised as per HUDCO's guidelines.

### Statement

#### Housing Schemes in Pipeline in the State of Bihar

S. No.	State/ Agency	Scheme Name	Dwelling Units	Loan Amount						Total
				EWS (R)	EWS (G)	LIG	MIG	HIG	OTH	
1	2	3	4	5	6	7	8	9	10	11
<b>BIHAR</b>										
1.	Bihar State Housing Board	Package Loan Scheme	0	0.00	0.00	0.00	0.00	0.00	778.53	778.53

1	2	3	4	5	6	7	8	9	10	11
2.	Bihar State Housing Board	MIG Plots loan Scheme at Bahadurpur Patna	0	0.00	0.00	0.00	104.27	0.00	0.00	104.27
3.	Bihar State Housing Board	MIG Hsg. pack. loan Sch. at Bahadurpur, Patna	0	0.00	0.00	0.00	153.45	0.00	0.00	153.45
4.	Bihar State Housing Board	HIG Hsg. pack loan Sch. at Darbhanga	0	0.00	0.00	0.00	0.00	60.57	0.00	60.57
5.	Bihar State Housing Board	MIG Hsg. pack. loan Sch. at Ranchi	0	0.00	0.00	0.00	29.20	0.00	0.00	29.20
6.	Bihar State Housing Board	MPD pack. loan Sch. at Daltonganj	0	0.00	5.57	10.70	14.37	0.00	0.00	30.64
7.	Bihar State Housing Board	MPD pack, loan Sch. at Hazaribagh	0	0.00	8.11	7.77	13.89	11.17	0.00	40.94
8.	Bihar State Housing Board	Cash Loan Scheme in Bihar	0	0.00	0.00	0.00	0.00	0.00	2500.00	2500.00
9.	Munger Municipal Corporation	Kauya Maidan Municipal Market	0	0.00	0.00	0.00	0.00	0.00	15.17	15.17
10.	Munger Municipal Corporation	Lalit Narayan Market	0	0.00	0.00	0.00	0.00	0.00	30.72	30.72
			0	0.00	13.68	27.27	315.18	71.74	3424.42	3852.29

[English]

**Army Jawans Killed in Anti-Insurgency Operations**

1451. PROF. P.J. KURIEN : Will the Minister of DEFENCE be pleased to state:

(a) the total number of army officers and jawans killed in anti-insurgency operations during the last three years, year-wise and State-wise; and

(b) the steps taken to contain the rate of casualty?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) A Statement is attached.

(b) Various measures are being taken to minimise casualty to our troops. Some such measures are intensive training to the troops in counter insurgency operations prior to induction, making the incoming and the outgoing troops to operate together for one month to ensure adequate on the job training, provision of appropriate equipment/ weapons to the troops including bullet proof jackets and close monitoring of the activities of the militants and tactics used by them.

**Statement**

Year	J&K				North-East				
	Offrs	JCOs	OR	Total	Offrs	JCOs	OR	Total	
1995	19	25	209	253	06	02	41	49	
1996	20	17	223	260	06	05	54	65	
1997	23	20	228	271	13	06	78	97	
								784	211

**Steel Plant in Orissa**

1452. SHRIMATI JAYANTI PATNAIK : Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of Steel Plants under construction in Orissa;

(b) the estimated cost alongwith the target dates fixed for the completion of each plant; and

(c) the progress of Construction work of each plant as on date?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) and (b)

One steel plant namely M/s. Neelachal Ispat Nigam Ltd. (NINL) involving an investment of Rs. 1510 crores is under construction at Daitari in District Jajpur in Orissa. This is expected to be commissioned in 3 years time from the zero date (9th May, 1997). However, production of pig iron will start after 27 months after the zero date.

(c) The progress of work of the steel plant as per available information is as under:

- i) 2406.52 acre of land has already been handed over to NINL;
- ii) all the statutory clearances for setting up steel plant have been obtained;
- iii) the project has been technically and financially appraised by the financial institutions; and
- iv) a second hand Blast Furnace, sourced from Italy, is being refurbished for erection at the site.

#### Improvement in Punctuality of Trains

1453. SHRI R. SAMBASIVA RAO : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has urged the State Governments to maintain punctuality of trains in the country;

(b) if so, whether State Governments assistance is needed in avoiding increasing instances of extraneous factors such as runovers, chain pullings, track sabotage and agitations;

(c) whether Railways have also urged the State Governments in terms of availability of more police personnel to check such crimes; and

(d) if so, the response of the State Governments thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (d) Yes, Sir. 'Policing' being a State subject, the maintenance of law and order and control of crime on Railways including running trains is the responsibility of the State Governments concerned, which they discharge through their Government Railway Police. However, the Railways on their part maintain close coordination with GRP, especially with regard to maintenance of law and order and crime control activities. Whenever there is any deterioration in the law and order situation, the same is immediately brought to the notice of the State Government Authorities. Regular coordination meetings are held between Railway officials and State Police Authorities in which matters relating to

law and order are discussed. Incidents of runovers, chain pullings, track sabotage and agitations etc. are promptly brought to the notice of the Government Railway Police for appropriate actions. State Police are requested to augment their force whenever situation so demands.

#### Blacklisting of IA and AI by I.A.T.A.T.C.

1454. SHRI K. YERRANNAIDU : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the International Air Transport Association Technical Committee (IATATC) has categorised Indian Airlines and Air India as the sixth riskiest airlines and blacklisted them alongwith other 32 airlines;

(b) if so, the details thereof; and

(c) the steps being taken to improve the image?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) International Air Transport Association (IATA) has denied having incorporated in its safety report any statistics relating to safety performance of any specific airline, including Air India and Indian Airlines.

(b) and (c) Do not arise.

#### Status of Vasant Kunj Flats

1455. SHRI D.S. AHIRE : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "DDA in the dark over status of 74 Vasant Kunj flats", appearing in the "Times of India" dated April 1, 1998;

(b) if so, the details of the facts reported therein;

(c) whether any inquiry has been conducted in this regard; and

(d) if so, the action taken against the officials involved therein?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) Yes, Sir.

(b) The news item is based on a Press Advertisement that was given by DDA which appeared in the Times of India and Jan Satta on 29.3.98 in respect of some flats of Vasant Kunj which were to be allotted to the eligible registrant. DDA wanted the actual status of these flats to be doubly verified because of lack of entries against the said flats in the property registers since 1989-90.

DDA through this publication invited objections from the persons, who may be legally or illegally occupying these flats or may have any objection regarding allotment of these flats, within a period of 10 days from the date of publication of this notice.

After receiving the representations, the flats with clear status were put to draw for the waiting/eligible registrants.

(c) and (d) DDA has handed over this matter for investigation to its Vigilance Department.

#### **Status Paper on Railway Projects**

1456. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of RAILWAYS be please to state:

(a) whether the Government are preparing a status paper on Railway projects including on-going Railway Projects alongwith their financial viabilities;

(b) if so, the details thereof;

(c) the total amount released so far for these projects;

(d) the steps proposed to be taken by the Government for timely completion of ongoing projects; and

(e) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION. (SHRI RAM NAIK) : (a) A status paper on Indian Railways has been prepared and placed on the table of the House on 27.5.98. The status paper deals with the Indian Railways in totality and does not include individual Railway Projects. Before sanction, a project is examined in detail to evaluate its work content, necessity and financial viability.

(b) and (c) Do not arise.

(d) and (e) All on going projects have been prioritised and funds for completion of the projects are allocated as per priority.

#### **Completion of Daitari-Banspani Rail Line.**

1457. SHRI RANJIB BISWAL : Will the Minister of RAILWAYS be pleased to state:

(a) the target date fixed for the completion of Daitari-Banspani rail line in Orissa;

(b) the progress made so far in the construction of above lines;

(c) the fund allocated for the above line during 1997-98; and

(d) the details of the steps taken to expedite the construction work of above line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPELEMENTATION (SHRI RAM NAIK) : (a) The present target date for completion of Daitari-Banspani line is Dec. 2003, subject to availability of resources.

(b) At present work is in progress between Kms. 0 to 124 from Bansapani and about 60% (80 kms.) of the formation is ready in patches. 124 out of 354 minor bridges have been completed. Tenders have been finalised for 16 out of 26 minor bridges and tender for 10 bridges are under invitation.

The stage 2 clearance for land from Km. 124 to 155 has been received and the tree felling is in progress.

(c) Rs. 25 crores increased to Rs. 32 crores during the course of the year.

(d) Fund allocation in 1998-99 has been substantially increased to Rs. 49.05 crores.

#### **Kelkar Committee's Recommendations for Capital Infusion**

1458. SHRI K.S. RAO : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry has mooted the acceptance of Kelkar Committee's recommendations for capital infusion of Rs. 920 crores into Indian Airlines;

(b) if so, to what extent the recommendations of the Kelkar Committee will be accepted alongwith the main points that will be implemented during 1998-99; and

(c) the amount that will be utilised out of Rs. 920 crores?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) The important recommendations of the Kelkar Committee relate to :

(i) Financial restructuring, which includes capital injection of Rs. 922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees. Of this, Rs. 475 crores is to be provided by the Government.

(ii) Fleet Planning.

(iii) Route Rationalisation.

(iv) Organisational Restructuring.

(v) Human Resource Management.

An amount of Rs. 125 crores has already been provided in the Budget for 1998-99 for equity contribution

by Government. It is expected that additional funds will be provided during the course of the year.

#### Creation of Civil Aviation Fund

1459. SHRI MADHAVRAO SCINDIA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have cleared the TATA Airline Project with 40% foreign equity participation;

(b) if so, the details of the project alongwith the foreign equity participation indicating the foreign collaboration; and the amount that would be in the form of import of technology and know-how; and

(c) the extent to which the collaboration is in conformity with the new revised Aviation Policy?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) In January, 1998 M/s. Tata Industries submitted a proposal to FIPB for foreign equity of 40% amounting to Rs. 332 crores in M/s. Tata Airlines Pvt. Ltd. by issue and allotment of equity shares upto a maximum of Rupee equivalent of US \$83.00 million to Foreign Institutional Investors. The proposal also involved technical collaboration by M/s. Singapore Airlines. The proposal envisage a fleet of 18 aircraft in 5 years. The Technical Service Agreement Fee amounted to Rs. 197 crores. This proposal is under consideration of FIPB.

Further, the proposal of the Company submitted in December, 1997 for NOC to operate scheduled air transport services is also under consideration.

(c) Guidelines on "Indirect/direct foreign equity participation/collaboration" in the domestic air transport services sector are under formulation. The proposal of M/s Tata Airlines Pvt. Ltd. would be examined under the approved guidelines.

#### New Railway Projects

1460. SHRI K.S. RAO : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Planning Commission and the Finance Ministry have desired that Railways may scrap the new railway projects on the ground of non-viability;

(b) if so, the details thereof;

(c) whether the Government have also decided to scrap some of the Railway Advisory Committees meant for suggesting measures for improving the train services; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF

PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION. (SHRI RAM NAIK) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

#### Ezhimala Naval Academy

1461. SHRI T. GOVINDAN : Will the Minister of DEFENCE be pleased to state:

(a) the stage at which the construction work of the proposed Naval Academy at Ezhimala in Kerala stands at present and the progress made so far therein;

(b) whether the works at the Academy is hampering for want of funds;

(c) if so, the remedial steps taken in regard thereto;

(d) the allocations made and the amount utilised for this project so far; and

(e) the time by which the Academy is likely to be commissioned?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) The infrastructure facilities required to be provided by the State Government of Kerala are in the various stages of completion. The civil works to renovate existing buildings is likely to be completed by June, 1998. A consultancy agreement with the Architect has already been concluded on 9 January, 1998. The Architect has already started the survey work.

(b) No, Sir.

(c) Does not arise in view of reply to part (b) of the question.

(d) A sum of Rs. 600 lakhs had been allocated for the project till 31-3-1998 and out of this Rs. 426.88 lakhs has been spent till 31-3-1998.

(e) By end 2001.

#### Foreign Investments

1462. SHRI C.D. GAMIT : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether the Government have invited several Non-Resident Indians and Multinational Companies to invest in Low-cost Housing Schemes to form cornerstone of the New National Housing Policy;

(b) if so, the details thereof; and

(c) the extent by which the housing problem is likely to be solved?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) to (c) Government has not specifically invited Non-resident Indians/Multinational Companies to invest in low cost housing. However, there is a scheme to encourage non-residents of Indian nationality/origin and overseas corporate bodies owned to the extent of at least 60% by NRIs/PIO to invest in housing and urban development sector. The scheme permits existing or new companies, both private and public limited to issue equity shares/convertible debentures to non-residents of Indian nationality/origin upto 100% with repatriation benefits after a lockin period of 3 years, if the company is engaged in development of serviced plots or construction of built-up residential premises, real estate covering the construction of residential, commercial premises etc. There is no bar against participation of the NRIs/PIO in the projects relating to low cost housing. Foreign direct investment (FDI) is not permissible in this sector at present. However the Government is considering to permit Foreign investment in the housing sector. The National Agenda for Governance envisages construction of additional 7 lakhs dwelling units every year in the urban areas with the involvement of State Agencies, private sector, non-governmental organisations, cooperative and informal sector. Although it is premature to make an exact estimate of the likely foreign investment during the coming years, Sizeable investment is expected to contribute to achieve the target under the National Agenda, once a decision is taken regarding FDI.

12.0 1/2 hrs.

[English]

#### PAPERS LAID ON THE TABLE

##### Notification Under Aircraft Act, 1934 and Annual Report of the Commission of Railway Safety for the year 1996-97.

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): Sir, I beg to lay on the Table —

- (1) A copy of the Aircraft (Amendment) Rules, 1997 (Hindi and English versions) published in Notification No. G.S.R. 404(E) in Gazette of India dated the 24th July, 1997, under section 14A of the Aircraft Act, 1934, together with an Explanatory Note.

[Placed in Library. See No. LT 379/98]

- (2) A copy of the Annual Report (Hindi and English

versions) of the Commission of Railway Safety for the year 1996-97 under section 10 of the Railway Act, 1989.

[Placed in Library. See No. LT 380/98]

##### Annual Report and Review by the Government of the working of the Goa Shipyard Limited Goa for the year 1996-97 etc.

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): Sir, I beg to lay on the Table —

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:-

- (a) (i) Review by the Government of the working of the Goa Shipyard Limited, Goa, for the year 1996-97.

- (ii) Annual Report of the Goa Shipyard Limited, Goa for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 381/98]

- (b) (i) Review by the Government of the working of the Bharat Electronics Limited, Bangalore, for the year 1996-97.

- (ii) Annual Report of the Bharat Electronics Limited, Bangalore, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 382/98]

- (c) (i) Review by the Government of the working of the Hindustan Aeronautics Limited, Bangalore, for the year 1996-97.

- (ii) Annual Report of the Hindustan Aeronautics Limited, Bangalore, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 383/98]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Institute for Defence

Studies and Analyses, New Delhi, for the year 1996-97 alongwith Audited Accounts.

- (ii) Statement (Hindi and English versions) regarding Review by the Government of working of the Institute for Defence Studies and Analyses, New Delhi, for the year 1996-97.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT 384/98]

- (5) A copy each of the following papers (Hindi and English versions):-

- (i) Memorandum of Understanding between the Garden Reach Shipbuilders and Engineers Limited and the Department of Defence Production and Supplies, Ministry of Defence for the year 1998-99.

[Placed in Library. See No. LT 385/98]

- (ii) Memorandum of Understanding between the Bharat Earth Movers Limited and the Department of Defence Production and Supplies, Ministry of Defence for the year 1998-99.

[Placed in Library. See No. LT 386/98]

- (6) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Defence for the year 1998-99.

[Placed in Library. See No. LT 387/98]

- (7) A copy of the Defence Services Estimates for the year 1998-99 (Hindi and English versions).

[Placed in Library. See No. LT 388/98]

**Representation of the People (Amendment) Ordinance, 1998**

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI): Sir, I beg to lay on the Table—

an explanatory statement (Hindi and English versions) showing reasons for immediate legislation by the Representation of the People (Amendment) Ordinance, 1998.

[Placed in Library. See No. LT 388-A/98]

**Annual Report and Review by the Government of the working of the Bharat Aluminium Company Limited, New Delhi for the year 1996-97**

THE MINISTER OF STEEL AND MINES (SHRI

NAVEEN PATNAIK): I beg to lay on the Table —

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

- (a) (i) Review by the Government of the working of the Bharat Aluminium Company Limited, New Delhi for the year 1996-97.

- (ii) A copy of the Annual Report of the Bharat Aluminium Company Limited, New Delhi for the year 1996-97, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 389/98]

- (b) (i) Review by the Government of the working of the National Aluminium Company Limited, Bhubaneswar, for the year 1996-97.

- (ii) Annual Report of the National Aluminium Company Limited, Bhubaneswar, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 390/98]

- (c) (i) Review by the Government of the working of the Manganese Ore (India) Limited, Nagpur, for the year 1996-97.

- (ii) Annual Report of the Manganese Ore (India) Limited, Nagpur, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 391/98]

- (3) A copy each of the following papers (Hindi and English versions) :-

- (i) Memorandum of Understanding between Bharat Aluminium Company Limited and the Ministry of Mines for the year 1998-99.

[Placed in Library. See No. LT 392/98]

- (ii) Memorandum of Understanding between the National Aluminium Company Limited and the Ministry of Mines for the year 1998-99.

[Placed in Library. See No. LT 393/98]

- (iii) Memorandum of Understanding between the Manganese Ore (India) Limited and the Ministry of Steel, for the year 1998-99.

[Placed in Library. See No. LT 394/98]

- (iv) Memorandum of Understanding between the Hindustan Steelworks Construction Limited and the Ministry of Steel for the year 1998-99.

[Placed in Library. See No. LT 395/98]

- (v) Memorandum of Understanding between the Metallurgical and Engineering Consultants (India) Limited and the Ministry of Steel for the year 1998-99.

[Placed in Library. See No. LT 396/98]

- (vi) Memorandum of Understanding between the Mineral Exploration Corporation Limited and the Ministry of Mines, for the year 1998-99.

[Placed in Library. See No. LT 397/98]

12.02 hrs.

MESSAGES FROM RAJYA SABHA  
AND  
BILLS AS PASSED BY RAJYA SABHA

[English]

SECRETARY GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:-

- (i) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Representation of the People (Amendment) Bill, 1998, which has been passed by the Rajya Sabha at its sitting held on the 2nd June, 1998.
- (ii) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Merchant Shipping (Amendment) Bill, 1998, which has been passed by the Rajya Sabha at its sitting held on the 3rd June, 1998."

2. Sir, I lay on the Table the Representation of the People (Amendment) Bill, 1998, and the Merchant Shipping (Amendment) Bill, 1998, as passed by Rajya Sabha on the 2nd and 3rd June, 1998 respectively.

[English]

DR. Y.S. RAJASEKARA REDDY (Cuddapah) : Mr. Speaker, Sir, I want to submit... (Interruptions)

MR. SPEAKER : Hon. Members, please sit down. I have allowed Dr. Raja Sekara Reddy to raise his point.

(Interruptions)

SHRI BHUBANESHWAR KALITA (Guwahati) : Sir, Bodos have disrupted the communication in the entire North-East. There is no road transport and rail transport. The essential commodities are not being made available to the people. It is a very serious situation there . . . (Interruptions)... The House should discuss about the law and order situation in the North-East... (Interruptions).

MR. SPEAKER: Now, I have allowed Dr. Raja Sekara Reddy, I will allow you also. Please sit down.

(Interruptions)

[Translation]

SHRI NARENDRA BUDANIA (Churu): Mr. Speaker Sir, there is acute shortage of water in Rajasthan... (Interruptions)

[English]

MR. SPEAKER : Your name is not there in the list of Zero Hour. But I will allow you later. Please sit down now.

(Interruptions)

MR. SPEAKER: Hon. Members, please understand. There are 43 names in the list of today's Zero Hour and I want to accommodate all of them. Please cooperate with me.

SHRI BHUBANESHWAR KALITA : But what about the situation in the North-East ?

MR. SPEAKER: Shri Kalita, Please take your seat. I will allow your later.

SHRI BHUBANESHWAR KALITA : We can raise it later but at least, promise us that we will have a discussion on it . . . (Interruptions)

MR. SPEAKER : Please sit down. Let Dr. Reddy raise his issue.

DR. Y.S. RAJA SEKARA REDDY : Sir, the State Trading Corporation has imported wheat costing about Rs. 1,000 crore. This policy is totally anti-farmers policy . . . (Interruptions) . . . The State Trading Corporation has imported wheat worth Rs. 1000 crore.

In the month of February 1998 all this has been done. Without proper tendering this has been done. This is totally an anti farmer policy. When the Food Ministry and the Agriculture Ministry have categorically stated that there is

[Dr. Y.S. Raja Sekara Reddy]

no need for importing wheat, the Commerce Ministry has gone ahead and imported the wheat.

Another very important thing is that whereas the procurement price which is being paid to a farmer is Rs. 510, the imported price is Rs. 850 per quintal. This is meaningless, absurd.

On this, the Congress Party has given notices for so many motions and we want a discussion on the floor. Unfortunately this is not being allowed. Please allow a discussion on this subject. This is very very important. The anti farmer policy of the Government is also to be discussed. At least a hundred crore rupees kickback is involved in this entire thing. We are calling this wheat scam. This is a matter to be discussed. Please allow the discussion at the earliest.

SHRI AJIT JOGI (Raigarh): On this we have submitted notices for an Adjournment Motion and a Calling Attention Motion. This is a very serious matter.

SHRI RAJESH PILOT (Dausa) : On this we have submitted notices for an Adjournment Motion and a Calling Attention Motion. This is a very serious matter.

SHRI RAJESH PILOT (Dausa): The Government must come out on its own.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : Mr. Speaker, Sir, therefore the date I have fixed . . . (Interruptions) the issue raised by you does not relate to the present Government . . . (Interruptions) Please listen me . . . (Interruptions) therefore, I have said that as our . . . (Interruptions) My submission is that this Government is transparent and accountable . . . (Interruptions) Please listen the complete thing . . . (Interruptions) You please call on the hon. Members and the leaders. they may give a notice to you and the decision taken by you would be acceptable to us . . . (Interruptions).

Mr. Speaker, Sir, they have just now demanded discussion on it . . . (Interruptions) you have just now asked for a discussion during the zero Hour. . . (Interruptions) but you should call on them for consultation. . . (Interruptions).

We have not issued any order . . . (Interruptions) That order was issued earlier . . . (Interruptions) I too have seen . . . (Interruptions)

You have asked for discussion right now, which we are accepting . . . (Interruptions)

MR. SPEAKER : How many hon. Members would speak the same thing.

(Interruptions)

[English]

MR. SPEAKER : Now Shri Subbarami Reddy.

(Interruptions)

MR. SPEAKER: I have called Shri Subbarami Reddy to speak. We will decide later.

(Interruptions)

MR. SPEAKER : The Minister has replied categorically. We will decide.

(Interruptions)

DR. Y.S. RAJA SEKARA REDDY : This is straightway an allegation on you. He is alleging that you are not allowing this to be discussed in this House. Please do something about it. We want this to be discussed . . . (Interruptions)

MR. SPEAKER : We will take a decision. We want this to be discussed.

SHRI RAJESH PILOT : The hon. Minister says that it was the decision of the previous Government. I agree it was decided when the previous Government was in power . . . (Interruptions) You are in Government today. Do not make the payments; cancel the order, if you have the guts. Why do you not do that?

[Translation]

SHRI MADAN LAL KHURANA : You have asked for discussion just now which I have accepted . . . (Interruptions) You have demanded a discussion right now . . . (Interruptions) They have raised this question and have demanded a discussion . . . (Interruptions).

[English]

SHRI RAJESH PILOT : I am saying, you cancel the order and an investigation. (Interruptions)

[Translation]

SHRI MADAN LAL KHURANA : How can I be anyone ?

[English]

SHRI RAJESH PILOT : Discussion in Parliament is not necessary, If you cancel the order. Are you ready to do it ? . . . (Interruptions)

[Translation]

SHRI LAXMAN SINGH (Raigarh) : Let an enquiry be conducted against you, there is a scam of 100 crore rupees.

[English]

MR. SPEAKER : I have called Dr. Subbarami Reddy to speak.

(Interruptions)

DR. Y.S. RAJA SEKARA REDDY : Sir, both the earlier Government and the present Government are involved in this. . . .(Interruptions)

[Translation]

SHRI CHANDRA SHEKHAR SAHU (Mahasumand) : When the hon. Member has been called to speak why is he speaking . . . .(Interruptions)

[English]

SHRI KHARABELA SWAIN (Balasore): Sir, the Zero Hour should not be disturbed.

(Interruptions)

[Translation]

SHRI KANTILAL BHURIA (Jhabua) : Khurana ji cancell this order and it then there is no need for a discussion.

[English]

SHRI KHARABELA SWAIN : Mr. Speaker, Sir, the Zero Hour is very very important . . . .(Interruptions)

MR. SPEAKER : Please take your seats. I have called Dr. Subbarami Reddy.

(Interruptions)

MR. SPEAKER : Dr. Raja Sekara Reddy, please take your seat. He has already replied to it.

DR. Y.S. RAJA SEKARA REDDY : The present Government is also involved in this. Please allow a discussion on this. (Interruptions)

MR. SPEAKER : The hon. Minister has already said that they have no objection to have a discussion on this.

(Interruptions)

DR. Y.S. RAJA SEKARA REDDY : We want your decision and not the decision of the Government on this.(Interruptions)

SHRI KHARABELA SWAIN : You will have to allow us also. We have also given notices. How is it that only they can speak all the time. I am also a Member of this august House. Why is my right being curtailed? I just want to know this. I also have the right to speak. You have to listen to us also. I will also speak and you will have to listen. (Interruptions)

DR. Y.S. RAJA SEKARA REDDY : What about your ruling?

MR. SPEAKER : I will give my ruling later.

(Interruptions)

PROF. P.J. KURIEN (Mavelikara) : Sir, we want to have a discussion on this.

MR. SPEAKER : Prof. Kurien, the hon. Minister has agreed to it. I will go through the notice.

(Interruptions)

PROF. P.J. KURIEN : I did not hear it. But if the Government has no objection, why do we not have the discussion now?

MR. SPEAKER : The hon. Minister has agreed to it.

(Interruptions)

DR. Y.S. RAJA SEKARA REDDY : We are alleging that you are responsible for not allowing this discussion. (Interruptions)

12.13 hrs.

(At this stage, Dr. Y.S. Raja Sekara Reddy and some other hon. Members came and stood on the floor near the Table).

MR. SPEAKER : Dr. Reddy, he has agreed for a discussion. Please go back to your seats.

(Interruptions)

SHRI VIJAY GOEL (Chandni Chowk) : Mr. Speaker, Sir, this is not the proper way.

MR. SPEAKER : Dr. Reddy, let us complete the Zero Hour submission. I understand your feelings. I understand the feelings of hon. Members. The hon. Minister has also agreed for a discussion. How can I allow it now? I will give a date later. You please go back to your seat now.

(Interruptions)

MR. SPEAKER : Dr. Reddy, there is a procedure. I will have to go through the notice.

(Interruptions)

12.14 hrs.

(At this stage, Dr. Y.S. Raja Sekara Reddy and some other hon. Members went back to their seats).

MR. SPEAKER : Dr. Subbarami Reddy, I have called you to speak. Are you going to speak or not? Please proceed; otherwise, I will call the name of the next hon. Member from the list.

(Interruptions)

SHRI K. YERRANNAIDU (Srikakulam) : Sir, Dr. Raja Sekara Reddy has cast aspersions on the Chair. Either he should withdraw those remarks or they should be expunged

[Shri K. Yerranaidu]

from the proceedings. *(Interruptions)*. He has alleged, 'The Chair is responsible for not allowing a discussion on this'. Please remove those words from the record. *(Interruptions)*.

MR. SPEAKER : If there is anything objectionable, it will be removed from the record.

*(Interruptions)*

[Translation]

SHRI RAJESH PILOT : Mr. Speaker Sir, there should be two things in it. *(Interruptions)*.

[English]

Sir, the Government cannot say 'yes' or 'no'. If the Government says that there is no corruption, then we are ready for the discussion. ... *(Interruptions)*. But they are just saying that they are ready for a discussion. Please make it clear whether there is corruption or not.

[Translation]

SHRI MADAN LAL KHURANA : While putting forth his side your hon'ble Member asked for a discussion and I promptly said that alright the Government is ready for it ... *(Interruptions)* Now, you please be ready but the hon. Minister needs some time to give the reply. You had been the Minister, you know everything ... *(Interruptions)*.

SHRIMATI MEERA KUMAR (Karol Bagh) : We too want that there should be a discussion. Let us see the extent of corruption involved in it... *(Interruptions)*.

[English]

MR. SPEAKER : The hon. Minister has agreed for a discussion.

*(Interruptions)*

[Translation]

SHRI VIJAY GOEL : I am on a point of order.

MR. SPEAKER : No point of order is raised during zero hour.

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir, I am happy that the hon. Minister has agreed for a discussion. ... *(Interruptions)*

MR. SPEAKER : I have not allowed anybody to speak. I am allowing only Dr. Subbarami Reddy to speak.

*(Interruptions)*

DR. T. SUBBARAMI REDDY : The hon. Minister has agreed for a discussion. So, there is no problem on that account. This matter is over now. ... *(Interruptions)* Sir,

it is most unfortunate that every year a large number of Haj pilgrims are killed in Mecca during Haj. . . . *(Interruptions)* This year also at least 24 Indian Muslims including 11 women were killed in Mina. . . . *(Interruptions)*.

MR. SPEAKER : Shrimati Meira Kumar, please take your seat. You are not allowing your own Member to speak.

*(Interruptions)*

SHRI BHUBANESWAR KALITA : Sir, this subject is very important. You are not allowing a discussion now. . . . *(Interruptions)*

DR. T. SUBBARAMI REDDY : About 97,000 Indian Muslims had gone through the Central Haj Committee and the others had made their own arrangements. . . . *(Interruptions)*. It is true that lakhs of Muslims are performing Haj pilgrimage and it is not possible for the Saudi Arabian Government to make fool-proof arrangements for all of them. . . . *(Interruptions)* So, I suggest that strict instructions should be given to all the coordinating agencies....

MR. SPEAKER : Dr. Reddy, you cannot read. You can only express your point.

*(Interruptions)*

DR. T. SUBBARAMI REDDY : Sir, in order to avoid such accidents in future, though it does not come under the jurisdiction of our Government, it is the moral duty of the Government to instruct all the coordinating agencies such as Consulate General of India in Jeddah and the Ministry of External Affairs to take care of the Indian Muslims undertaking Haj pilgrimage. . . . *(Interruptions)*.

SHRI P.R. KYNDIAH (Shillong) : Sir, I would like to bring it to the attention of the House that the entire North-East is cut off from the rest of India . . . *(interruptions)*. . . This has been caused by the bomb blasts that took place at the dawn of Tuesday which have immobilised the train traffic. Communication has been cut off by these bomb blasts as a result of which transhipment of essential commodities and other things to the seven North-Eastern States has been affected.

MR. SPEAKER : Please take only two minutes each because there are 43 Members who would like to speak.

SHRI P.R. KYNDIAH : I know it, Sir, Passengers are suffering in the seven North-Eastern States. Non-transhipment of essential commodities is putting the people into great difficulty today. It is very important that the Government must find out ways to make the rail traffic effective and operational. My point is, despite the fact that the bomb blasts have become a regular phenomenon, the administration at the Central level and the State level has not been able to prevent such occurrences. The entire North-East comprising of seven States is totally cut off from India today. . . . *(interruptions)*

MR. SPEAKER : If you want to speak on the same issue, I would allow one minute for each Member.

*(Interruptions)*

SHRI BHUBANESWAR KALITA : Sir, I thank you for giving us time to raise the issue of North-Eastern region here.

Today, the situation in the North-Eastern region is worse. Road and rail communications from the rest of India are disrupted. Not a single essential commodity is moving towards that side and the people are suffering due to this problem. Leave apart remote areas of the State, but even the city areas of Guwahati are not getting essential commodities. This has become a regular phenomenon. I request the Minister for Railways and Minister for Surface Transport to look out for an alternative plan. Why is rail traffic not operational? Sir, he has generally told about accidents. But what about accidents caused by sabotage? Is patrolling done on railway lines? Is patrolling done on the highways? I want a discussion under Rule 193 regarding the law and order situation in the entire North-Eastern region. I want the reaction of the Government. . . *(interruptions)* Communications are disrupted in our region. I want the reaction of the Government, whether they are ready for a discussion on the situation in the North-Eastern region . . . *(Interruptions)*

*[Translation]*

SHRI MADAN LAL KHURANA : Sir, I would convey your sentiments to the concerned Minister ... *(Interruptions)*

*[English]*

SHRI RAJESH PILOT : Mr. Speaker Sir, it is not the duty of the Opposition to point out all these things. The Government must react to it by itself. The Government must come out with a statement about the situation in the North-East. We want to speak on that . . . *(Interruptions)*

MR. SPEAKER : He has already noted it down.

*(Interruptions)*

SHRI RAJESH PILOT : The Government must make a statement on the law and order situation there. The Bodos are killing the people there and you are keeping quiet. What is this? . . . *(Interruptions)*

MR. SPEAKER : The Minister is on his legs. Shri Thomas, please sit down.

*(Interruptions)*

*[Translation]*

SHRI MADAN LAL KHURANA : I have made a promise to convey your sentiments to the concerned Minister and the facts would be presented in the House . . . *(Interruptions)*

*[English]*

MR. SPEAKER : Please take your seat.

*(Interruptions)*

SHRI BHUBANESWAR KALITA : Sir, the entire North-East is cut off from the rest of India and you are not concerned about it. Don't you think that the North-East is also a part of India? Let the Government come out with a statement on the situation there. . . . *(Interruptions)*

MR. SPEAKER : The Minister is responding. Please take your seat.

*(Interruptions)*

*[Translator]*

SHRI MADAN LAL KHURANA : Sir, has any immediate action been ever taken on the questions raised during zero hour. I have requested you that your sentiments would be conveyed to the hon. Minister and talk to the concerned Minister. . . . *(Interruptions)*

*[English]*

MR. SPEAKER : The hon. Minister is replying. What is this?

*(Interruptions)*

MR. SPEAKER : Please take your seat. Now, Shri Gauri Shanker Chaturbuj Bisen will speak.

*(Interruptions)*

MR. SPEAKER : No, no: please sit down.

DR. JAYANTA RONGPI (Autonomous District - Assam) : Sir, the voice of people from the North - East must be heard. . . *(Interruptions)*

MR. SPEAKER : Please take your seat.

*(Interruptions)*

MR. SPEAKER : Nothing will go on record except Shri Bisen's speech.

*(Interruptions)\**

*[Translation]*

SHRI GAURI SHANKER CHATURBUJ BIEN (Balaghat) : Mr. Speaker, Sir, I would like to submit that. . . . *(Interruptions)*

SHRI MADAN LAL KHURANA : Keeping in view the gravity of the problem and the sentiments of the hon. Members, I would like to urge upon the hon. Home Minister that he should collect the facts and place the same before the House . . . *(Interruptions)* I would convey your sentiments to the hon. Home Minister. . . . *(Interruptions)*

\*Not Recorded.

[English]

MR. SPEAKER : What is this?

(Interruptions)

MR. SPEAKER : The hon. Minister is on his legs. Please hear him.

[Translation]

SHRI MADAN LAL KHURANA : My submission is that he would collect the facts and let you know . . . (Interruptions) when I am submitting that the facts would be collected and would be put forth before you. . . . (Interruptions)

SHRI RAJESH PILOT : Mr. Speaker, Sir, our colleagues hail from the North-East. Khurana ji is saying that he would convey our sentiments to the Government. This is not the question of sentiments but of the condition of the country . . . (Interruptions)

SHRI MADAN LAL KHURANA : We would give a statement.

[English]

SHRI RAJESH PILOT : Mr. Speaker, Sir, there was already a commitment. . . . (Interruptions) The hon. Minister of Home Affairs should make a statement. . . . (Interruptions)

MR. SPEAKER : He has already noted down the point. He will inform the House later on.

(Interruptions)

[Translation]

SHRI MADAN LAL KHURANA : I will let you know as to when he would make a statement. I would tell you after the lunch break as to when he would make a statement.

MR. SPEAKER : Alright.

SHRI BHUBANESWAR KALITA : Sir, this is a very serious matter. . . . (Interruptions)

MR. SPEAKER : Now, Shri Bisen will speak.

(Interruptions)

MR. SPEAKER : Please take your seat.

[Translation]

SHRI GAURI SHANKAR CHATURBHUIJ BISEN : Mr. Speaker, Sir, it is a important undertaking of the Government. . . . (Interruptions)

SHRI MADAN LAL KHURANA : I will tell you only after enquiring from the hon. Minister. . . . (Interruptions)

[English]

MR. SPEAKER : Please wait for a minute. Shri P.A. Sangma.

(Interruptions)

MR. SPEAKER : Please take your seat.

SHRI PURNO A. SANGMA (Tura) : Mr. Speaker, Sir, I have not given any notice. But this is a very very serious matter. The entire North-Eastern Region has been completely cut off. If any immediate steps are not taken now, then the entire North - Eastern Region will suffer. I think, the Government should take up this matter very seriously.

I would like to inform that in the Upper House, the Chairman himself has given a direction saying that this is a serious matter and the House should discuss it. We must identify the problems of the North-East. I will sincerely request the Government to find out a way to discuss it in the House and take all remedial steps. That is what I would like to request you.

[Translation]

SHRI MADAN LAL KHURANA : I have already said that I would talk to the hon. Home Minister after the recess. Either he himself would come or I would tell you on his behalf as to when it would be discussed. . . . (Interruptions) I will tell either today or tomorrow. . . . (Interruptions)

[English]

MR. SPEAKER : No, No, the issue is over now.

[Translation]

SHRI GAURI SHANKER CHATURBHUIJ BISEN : Mr. Speaker, Sir, Hindustan Copper Limited is a very important undertaking of the Government of India. Special relaxation has been given in the excise duty fixed during last year on imports of copper, ore on account of which the copper projects of the country have suffered the loss of crores of rupees. The Malachhand copper project in district Balaghat has suffered a loss of crores of rupees and its loss is increasing day by day. If the Union Government do not pay timely attention it then a day would come when the undertakings set up on tribal and backward areas would come on the verge of closure and the future of the lakhs of labourers working in this project would be jeopardised. So far as the Copper Import Policy is concerned I would like to submit that the Government should ponder over it seriously and such a decision should be taken as might make the copper produced in our country competitive in the world market. The cost of copper produced in India is high due to the old technology. It is an important subject relating to framing of a balanced import policy and the

balancing of market. I would like to urge upon the hon. Minister of steel and mines and the hon. Finance Minister through you that they should ponder over it and a decision should be taken on it so that the copper produced in our country may make its place in the World market otherwise the copper industry would collapse.

[English]

SHRI KHARABELA SWAIN : Sir, the University Grants Commission has approved that there shall be a University in North Orissa. It is because the burden on the existing University is too much and it is incapable of handling the load. But now when the University Grants Commission has decided that there shall be a University in North Orissa, the two districts namely, Mayurbhanj and Balasore are fighting with each other over selection of the location of its headquarters. A very peculiar situation has arisen because the Government of Orissa being unable to select the site of the location of the headquarters of the proposed University, in a very peculiar manner, has set up the headquarters of the University at Bhubneswar which is 200 kilometers away from the site.

Sir, in order to resolve the problem, my suggestion to the hon. Minister for Human Resource Development, through you, would be that the MPC college, Baripada should be declared as a deemed University and the proposed University at North Orissa should be set up at Balasore.

SHRI S. MALLIKARJUNIAH (Tumkur) : Sir, during this time of the year when heat wave is lashing the northern parts of India, at the same time in places like Gulburga, Raichur and in some parts of Karnataka, the poor people are also falling victims to sun strokes on account of the heat wave in those parts of the county.

Therefore, I would like to request the Government to initiate effective steps to see that the poor people are adequately protected from the heat wave so that they do not fall victims to sun strokes.

MR. SPEAKER : Shri Khuranaji, would you like to respond to it? It is because it is a very important matter and many hon. Members have given notice to speak on this subject of heat wave and consequent deaths on account of sun strokes.

[Translation]

SHRI KRISHAN KUMAR CHAUDHARY (Gaya) : Mr. Speaker, Sir, I would like to know from the hon. Industry Minister about the present condition with regard to foreign capital investment in Bihar after liberalisation and the foreign capital investment allowed in the country and the areas for which the proposals of investment have been received? The steps being taken by the Government to

boost industrial development in the most backward state like Bihar. Many industries have been lying closed in Bihar and many other are on the verge of closure there. What steps the Government are going to take to revive them. The Guraru Sugar Mill has been lying closed in district Gaya. Gaya Cotton and Jute Mill is on the verge of closure. In such circumstances, what schemes are being framed by the Union Government to revive these industries which have been closed and which are on the verge of closure.

SHRI RAM VILAS PASWAN (Hazipur) : Mr. Speaker, Sir, I would like to draw your attention towards Jammu and Kashmir. The life of the president of my party and the former State Minister of Home Affairs Shri Makbool Dar is in danger. His brother-in-law was murdered 4-5 days back. His brother has been kidnapped. He is in z plus category. It is very unfortunate that the State Government does not abide by the category fixed for the V.I.P's by the Central Government. He has the same sort of complaint. He is not only the President of the Janta Dal but also a citizen of the country and the former state minister of Home Affairs also. Therefore, I would like to urge upon the Government to protect his life. His brother should be traced out immediately.

[English]

SHRI S. JAIPAL REDDY (Mahabubnagar) : I would like to associate myself with Shri Paswan . . . (Interruptions) Shri Maqbool Dar was not only the Minister of State for Home but he has been a staunch nationalist, working for India's interest. His life is in danger. Therefore, the Government should take immediate steps in this regard.

[Translation]

SHRI CHAMAN LAL GUPTA (Udhampur) : Mr. Speaker Sir, this issue is not related to Makbool Dar. The lives of all the political leaders there are in danger.

MR. SPEAKER : It is not the Question Hour. It is the Zero Hour.

SHRI CHAMAN LAL GUPTA : I would like to submit that the Union Govt. should instruct the State Government to make arrangements to protect the lives of all the political workers there. They are concerned about some persons of the National Conference only. No proper attention is paid towards the life of the persons of other political parties who stake their lives to fight out terrorism there. Therefore we want that attention should be paid towards all (Interruptions)

[English]

PROF. SAIFUDDIN SOZ (Baramulla) : Shri Chaman Lal Gupta has made an absolutely wrong statement when he has said that the lives of the people belonging to the National Conference only are being protected. . . . (Interruptions)

MR. SPEAKER : Nothing is going on record.

*(Interruptions)\**

DR. B.N. READY (Miryalguda) : I would like to bring to the notice of this august House the National Agenda of the government in which the Prime Minister himself has said that the top priority will be given to supply potable water throughout the country, especially to the poor people who are suffering because of the scarcity of water. Not only in Andhra Pradesh but in most parts of the country there is the problem of excessive fluorine content in water due to which the people suffer from many incurable diseases. We have many a time requested the State Government as well as the Central Government in this regard but nothing has been done so far. I request the Prime Minister to do his best to give sufficient funds to the States because whatever the State Government is doing is not sufficient. We have first to see that good drinking water is made available throughout the country, especially to the poor people.

Drought conditions are prevailing in Andhra Pradesh. There is acute scarcity of water there. The fluoride content in water is so high that people are falling prey to several incurable diseases. I request the Government of India to release sufficient funds to remedy this problem.

SHRI NARENDRA BUDANIA : Mr. Speaker, Sir, I would like to speak on the same subject.

*[Translation]*

I have been giving the notice continuously for the last three days . . . . *(Interruptions)*

*[English]*

MR. SPEAKER : He is referring to the matter connected with Andhra Pradesh.

SHRI NARENDRA BUDANIA : I will speak on the same matter, Sir.

MR. SPEAKER : I will allow you later, Shri Sunil Khan will speak now.

SHRI SUNIL KHAN (Durgapur) : Sir, I want to draw the attention of the House and the Minister of Steel to the plight of 800 workers of HSC's Durgapur Unit, who are not getting their wages since March. Several discussions were held at various levels in this regard. Even a fax message was sent by them to the Minister of Steel but no answer has yet been given by the Minister to the HSC workers. It is a serious matter. There is likely to be a serious problem of industrial relations in the Unit. From 20th June, they are going to sit on relay hunger strike at their Head Office in Calcutta.

I urge upon the Minister of Steel to give order to the

\*Not Recorded.

MD, Durgapur Steel Plant to release Rs. 105 crore which was due from the Durgapur Steel Plant after modernisation works.

MR. SPEAKER : Shri Sudhir Giri, Shri Asim Bala, Dr. Ram Chandra Dome and Shri Basudev Acharya have all given notices on the same subject. Would they like to associate their views on this issue?

DR. ASIM BALA (Nabadwip) : My notice was on Cycle Corporation of India, Sir, its employees are not getting two square meals a day.

SHRI PRAMOTHEES MUKHERJEE (Berhampore) (WB) : I would like to raise the issue of employees of the rural banks, Sir.

MR. SPEAKER : I am coming to that. Shri Mohan Singh.

*[Translation]*

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, more than 100 persons have died after consuming spurious wine in my constituency and around 100 persons have become blind or lame. Unfortunately the spurious wine was sold in the police station. It was consumed by some people who had come from Bihar in a marriage party. After consuming it dozens of people from Bihar and Uttar Pradesh died on the same night. The State Government has been keeping mum on this incident. They were the poor, the innocent and the people of the weaker section. The State Government is not taking any steps to help them. I urge upon the Union Government to intervene in this matter and urge upon the Union Government also to provide financial assistance to their families. Since they were made to consume the wine by you and your police. That wine was smuggled at cheap rates. The Minister who hails from the constituency and holds the department of excise there also. . . *(Interruptions)* The Government compelled them to consume the wine which was sold at the police station at cheap rates and they died after consuming that wine. Therefore, I urge upon the the Union Government to intervene in this matter and to provide financial assistance to the families of the deceased.

SHRI RAM NAGINA MISHRA (Padrauna) : Give me a chance to speak . . . *(Interruptions)*

*[English]*

MR. SPEAKER : I am going according to the list. Please take your seat.

*[Translation]*

SHRI VIRENDRA SINGH (Mirzapur) : Mr. Speaker, Sir, I would like to draw the attention of this House through you towards a very important issue. Discussion on it has been held many times in the House and whenever such

incident occurs we express our concern on it here. Recently world cup hockey tournament was held in Holland. Indian team had gone there to participate in it. It is a well known fact that Indian Hockey Team is very famous in the World. Mr. Speaker Sir, I am sorry to say that we express our concern just before Olympic games, world cup or any other such tournaments are held. I have been raising this issue in the House. Whenever our team comes back defeated from abroad it is much discussed. I think that the entire House is concerned over the defeat in the World Cup Hockey Tournament. We must ponder over as to why we faced the defeat? An enquiry should be conducted to find out as to why our team lost the game. In 1968 when our team got the third position in the Mexico, Olympic, an enquiry committee was set up and that committee enquired into the reasons of our defeat. Thereafter our team started winning in the games.

Mr. Speaker Sir, I would like to suggest through you that foreign coaches are being invited to groom up our hockey team and lakhs of rupees are spent on them while better trained coaches are available in our country itself. Therefore, my suggestion is that. . . (Interruptions)

[English]

MR. SPEAKER : I am calling all the hon. Members whose names have been listed. Do not worry.

(Interruptions)

MR. SPEAKER : Shri Virendra Singh, please complete your speech.

[Translation]

SHRI VIRENDRA SINGH : My suggestion is that there should be fair selection of the team. You will be surprised to know that the team was selected at the behest of the Chairman of the Hockey Team.

[English]

MR. SPEAKER : Shri Virendra Singh, please conclude. Other hon. Members are also there to speak.

[Translation]

SHRI VIRENDRA SINGH : Mr. Speaker Sir, it is a very important incident. Earlier there had been three or four well-trained players from Banaras Uttar Pradesh, they were not included in the hockey-team. I would like to say that a committee should be constituted to find out the reasons for the defeat of the hockey-team in the World cup. Some people are made the office bearers of the Hockey Federation who are in no way connected with the sports. For instance, Shri K.P.S. Gill was made the Chairman of the Hockey Federation who is in no way connected with the Game. Such persons are made the Chairman of Wrestling Federation who are in no way connected with wrestling. The present Chairman of Hockey Federation

should be replaced by some one else. I urge upon the Government to pay attention towards this matter and that the people who are not connected with the game are not appointed the office bearers of the hockey federation . . . (Interruptions)

[English]

MR. SPEAKER : Madam, I will give you time. I will extend the time up to 1330 hours.

(Interruptions)

MR. SPEAKER : Shri Sudhakar Reddy.

SHRI S. SUDHAKAR REDDY (Nalgonda) : Mr. Speaker, Sir, I would like to draw the attention of the House to the plight of the Indian Drugs and Pharmaceuticals Limited (IDPL), a prestigious public sector undertaking, employing 8,000 and odd employees. For the last 35 years, they have been producing many life saving drugs and the same is supplied to the people at cheaper prices. The IDPL have produced very important medicines for curing plague and malaria. Production in all the five plants has come to a standstill since October, 1996. Wages are not paid from March, 1998. Employees are facing a lot of hardships. The management of IDPL have submitted a revival plan of Rs. 449 crore and the same was approved by all the workers' unions and by the Board of Directors on 24.10.97. In fact, the previous Government agreed for a package for Rs. 249 crore. I would like to raise this issue because in the Budget, which has been proposed by the hon. Minister of Finance, no allocation has been made for the revival plan of IDPL.

I would request that a fresh allocation should be made in the current year's Budget so as to implement the revival plan and to see that the payment is made regularly to its employees to save this prestigious public sector unit.

SHRI PRAMOTHES MUKHERJEE : Sir, the hon. Minister is present here. IDPL is a very important subject. He should replay to this point.

MR. SPEAKER : I cannot compel the hon. Minister to reply.

(Interruptions)

SHRI PRAMOTHES MUKHERJEE : Sir, you should direct the hon. Minister . . . (Interruptions)

MR. SPEAKER : If the hon. Minister would like to respond, I have no objection. But I cannot compel him. . . (Interruptions)

[Translation]

SHRI JAGAT VIR SINGH DRONA (Kanpur) : Mr. Chairman, Sir, through you I would like to say something about the decision taken by the Parliament in 1981 in connection with cotton cloth Mills and Wool Mills under British India Corporation. The Union Government had taken

[Shri Jagat Vir Singh Drona]

over the three cotton Mills, namely Elgin Mill No. one, Elgin Mill No. two and Kanpur Textiles under British India Corporation by passing an act in the Parliament on June 11, 1981. At that time, the Union Government had stated three purposes for it. First, it wanted to protect the Mills from the clutches of the owners and to provide employment to the labourers working there; Second, to modernise the Mills so that they can become competitive, third, to ensure that the people of the country may get cheap but good quality cloth. It was the responsibility of the Union Government to provide working capital, administration, and technical know-how to these mills and look after them. I want to say with regret that the Union Government have ignored it despite my raising the issue repeatedly. You did not fulfill your duties. Therefore, the mills which were earning profit at the time of taking over, started running in losses.

The losses of these mills had increased so much that they had to be referred to B.I.F.R. The Ministry of Textiles, Union Government, did not plead their case in B.I.F.R. then the orders for their closure were issued and an appeal was made A.I.F.R., Allahabad not on the basis of some programme but on the basis of the previous United Front Government's . . . . (Interruptions)

[English]

MR. SPEAKER : Please conclude. You can raise these points when the Budget is being discussed.

[Translation]

SHRI JAGAT VIR SINGH DRONA : It all happened because the Union Govt. is not prepared to make capital investment in these mills. The A.I.F.R. issued orders for their closure and the previous United Government took the decision of the closure at the cabinet level. These mills had to be closed down on 11th August. I have been continuously making efforts since that time and Shri I.K. Gujral understood the problem but kept on putting off the decision. Now, I would like to request the Prime Minister and the Minister of Textiles in the present government to look into the matter since this problem is a serious one for Kanpur metropolitan city. The Industrial status of Kanpur metropolitan city which is considered to be the industrial centre of northern India, is increasingly declining for example, brand names like Elegin, Keltax, Lalemlı and Dhariwal are world famous. If this mill is closed down, the existence of Kanpur will be at stake. On the other hand, the Union Government has been paying salaries to 124 mills under National textiles corporation and 400 crore rupees are being paid to them every year. If the Government wanted to take any decision in this regard, it should not consider the cotton mills under N.T.C. and the three cotton mills under B.I.C. together. These three mills alone should not be closed down as it would create

a question of life and death for the five thousand and three hundred labourers working in these mills and there would be unrest in the industry there.

The labourers had besieged my home for 72 hours. Again I would like to request the Government, particularly Prime Minister and the Minister of Textiles that provision for the salaries of the workers may be made in the Budget so that no industry is closed down, no worker becomes unemployed and the decision in regard to these three mills should be taken alongwith N.T.C.

SHRI RAM NAGINA MISHRA : Mr. Speaker, Sir, through you I would like to draw the attention of Government of India and the House to a very important issue. Sir, a news has also appeared in the news papers that America has declared Kashmir a disputed Area. This issue is going to be raised in the Conference of five nuclear nations slated to be held in Geneva. It is a very crucial time for the country. Through you, I would like to say that let the House have consensus, setting aside all matters. Earlier a motion was passed that the other part of Kashmir that has been occupied by Pakistan, would be taken back and merged with India. But it is a different thing. Even our own Kashmir being made a disputed area. Keeping in view the vast area of India, China and America want to create a civil war by making Pakistan a means to it so that the power of India should be checked. Therefore, I would like to request you that the whole House should pass the motion unanimously that Kashmir is an integral part of India and no mediation would be allowed in this regard.

[English]

SHRI K. YERRANNAIDU (Srikakulam) : Sir, I wish to draw the attention of the hon. Finance Minister to an important issue. Thousands of employees of the Regional Rural Bank have come from various parts of the country and are on march to Parliament today. They are all in front of Parliament demanding implementation of the National Industrial Tribunal Award. Even the Supreme Court had also given a direction to implement this Award. The hon. Finance Minister is aware of this. During the regime of Shri Chandra Shekhar's Government, he was also the Finance Minister. At that time he implemented that Award. After that, nobody had taken that action.

There are 196 Regional Rural Banks with a network of 15,000 branches in the whole country. These banks are serving a lot to the rural people particularly small and marginal artisans. This issue may be settled immediately. Otherwise, our economy will be disturbed and the poor people would suffer. I would like to draw the attention of the hon. Finance Minister to this issue and request him to make a statement on this issue in this Session itself.

SHRI BASU DEB ACHARIA (Bankura) : Sir, thousands of employees of the Regional Rural Banks have come to Delhi and are holding dharna at Jantar Mantar. They are demanding the implementation of the sixth bipartite

agreement. It was implemented in respect of the nationalised banks but it was not extended to the Regional Rural Banks.

Sir, the National Industrial Tribunal has given an Award that the pay-scales of the employees of the Regional Rural Banks should be at par with the employees of the nationalised banks. Sir, although this bipartite agreement was there three years back, it has not yet been implemented in respect of the employees of the Regional Rural Banks.

Sir, I demand that the Government should take immediate steps to implement the sixth bipartite agreement in regard to the revision of the pay-scales of the Regional Rural Bank employees.

12.59 hrs.

[SHRI K. YERRANNAIDU *in the Chair*]

Another demand is to constitute a National Rural Bank of India. This demand is from all the sides of this House. This is a unanimous demand of this House.

Sir, I demand that the sixth bipartite agreement should be immediately extended to the employees of the Regional Rural Banks and the Government should take immediate steps to form a National Rural Bank of India.

13.00 hrs.

SHRI PRAMOTHES MUKHERJEE : Sir, I want to talk on the same issue.

MR. CHAIRMAN : It is not necessary. A Member from your Party has already spoken.

SHRI BASU DEB ACHARIA : No, Sir, He is from RSP.

SHRI P. UPENDRA (Vijayawada) : Sir, I and my Party also associate with the issue.

MR. CHAIRMAN : All right.

(*Interruptions*)

MR. CHAIRMAN : As per the list, I will call everybody. Please sit down.

(*Interruptions*)

SHRI BASU DEB ACHARIA : Sir, he is from RSP.

MR. CHAIRMAN : I will call you.

(*Interruptions*)

SHRI PRAMOTHES MUKHERJEE : Sir, I shall be very brief in my speech . . . (*Interruptions*)

MR. PRAMOTHES MUKHERJEE : Sir, this is an important issue. In regard to the demands of the employees of the Regional Rural Bank, today thousands of employees

of the Regional Rural Bank have assembled together in the Parliament Street, New Delhi to hold their *dharna* in support of their demands.

Sir, these rural banks were established at some particular places to improve the condition of the poor people in our country. It plays a significant role. It caters to the banking needs of the teeming millions of our countrymen. But the socio-economic viability of the Regional Rural Bank has been destroyed by the Government of India by mishandling the situation.

Consequently, thousands of workers have been on the street to hold *dharna* in support of their demands.

Their demands are, implementation of sixth bipartite wage settlement, extension of the fringe benefits at par with the employees of the sponsoring banks and to form a National Rural Bank. I, therefore, urge upon the Government and the Minister of Finance to immediately implement and thereby satisfy their demands.

[*Translation*]

SHRI CHANDRAMANI TRIPATHI (Rewa) : Mr. Speaker, Sir, the recognition of Rewa Medical College is in danger.

[*English*]

MR. CHAIRMAN : You please just wait. I will call you one by one.

(*Interruptions*)

MR. CHAIRMAN : There is a list. They have already given notices. I am calling one by one. When your name comes, you raise your point.

[*Translation*]

SHRI ADITYANATH (Gorakhpur) : Hon'ble Mr. Chairman, Sir, through you I would like to draw the attention of the Union Government to a very crucial problem. Sir, there is a railway bridge in Dharamshala Bazar in Gorakhpur under which the entire traffic pass. The water gets filled there upto four to six feet due to rain and this causes traffic blockage for hours. This is the only route for Maharajganj, Padrauna and Nepal. It is also the only route for Buddhist pilgrimage and Shri Ram Temple in Ayodhya and for Varanasi. I have been requesting the Railway Minister for years to build a over bridge on railway bridge. I would like to request the Union Government that a over-bridge should be built in Dharamshala Bazar in our Gorakhpur in the same way as it has been built is now, eastern Uttar Pradesh.

I would also like to draw your attention to one other important issue .... (*Interruptions*). You people speak in the House everyday. I am speaking in this House for the first time. I would say in brief. Mr. Chairman, Sir, B.R.D. Medical

[Shri Adityanath]

College in Gorakhpur is being derecognised by M.C.I. The reasons for it are stated to be vacant posts of teacher, the shortage of typists, clerks, stenographers, nurses and lack of hostel facility there.

The Students are not responsible for the stated reasons. The NCI has written to the Union Government to derecognise the College. I would like to request to the Minister present here to stop playing with the careers of the MBBS students of the college.

SHRI MOTI LAL VORA (Rajnandgaon) : Sir, the department of Telecommunications has become fully independent for three or four months since when this Government came into power. My constituency is mostly tribal area. About five thousand telephones are dead in this area. I have written lot of letters to the Communication Ministry. Earlier I got the replies of the letters. But some Ministers of the present Government have determine not to reply the letters. I have been a Minister. I know that it was not so easier. Nitish Kumar ji regularly replies the letter. I would like to tell this House that the tribal region is about three hundred kilometer. If the Department of the telecommunication ignores it, our decision to accelerate the pace of Panchayati Raj would come to naught. I would also like to say that the Ministers should be present during the zero hour, because we do not receive the replies to our points. If the Minister is present in the House, he could understand the situation and take decision rapidly.

SHRI RAMJIDAS RISHIDEV (Araria) : Sir, I would like to draw your attention towards my constituency. This area is most backward area. The people of area have been making demand for Jogbani-Katihar broad gauge rail line, which has not been fulfilled so far. The Government have acquired the land for setting up jute mill in this area but it has not been set up so far. This is a jute producing area and the farmers have still lakhs of quintal jutes with them. The Government have not given the support price of jute on account of which the farmers are facing problems. There are no facilities of power, road for the development of the area. Through you, I would like to request the Government that it should take some concrete step for all round development of the area.

[Translation]

SHRI VILAS MUTTEWAR (Nagpur) : Mr. Chairman, Sir, although a clear assurance has been given in the National Agenda of the new Government for upliftment of the weavers, formulating a scheme for their progress and dispensing justice to them but no concrete policy has yet been formulated, and no instruction has been issued to the State Govts. in this regards. I hail from Vidarbha and there are about 25 lakh weavers in my area.

Once Vidarbha was called manchester of India due to its art and handloom industry. About 25 lakh people were engaged in this pursuit but what has gone wrong with this industry that it is on the verge of extinction now as no body is paying attention towards it. The weavers who were in the category of tribals, facilities and scholarships meant for them have been withdrawn. They are now neither in O.B.C. nor in tribal category. Thus, a issue relating to their education has been pending before the Government for dispensing justice. . . . (Interruptions)

Mr. Chairman, Sir, the Government should formulate a concrete policy so that the handloom industry can be run smoothly. I want to just cite an example of Nagpur. . . . (Interruptions). Forty years ago, the leader of the weavers Shri Devghare set up a cooperative cotton mill with the contribution of weavers which was known by as Nagpur Marketing cooperative society in which 1400 people were working but this mill has been closed for the last one and half years as a result of which 1400 people have been facing starvation. About six thousand people are dependant on them.

Sir, I bring it to the notice of union government that the Maharashtra State Government is not paying attention towards this issue. They have turned a blind eye towards this and have also turned off their ears . . . (Interruptions) I urge upon the Union Government to interfere in this matter. This is a very old industry of Vidarbha therefore attention should be given to this industry. This mill can be revived with an amount of only seven crore rupees. On the other, hand, the Government have introduced many schemes to revive sick mills whereas the cost to revive this mill would be only seven crore rupees. Today for setting up a new mill about 60 crore rupees are required, and that much amount would be saved and the value of the assets of the said mill is about 100 crore rupees. Unfortunately, some local leaders and Ministers here have been trying to sell out this mill at a throw away prices. Therefore, immediate attention should be given towards this. Such a tactics and move should be prevented and this matter should be looked into.

Sir, I urge upon the House and the Ministry of Textiles that the Commitment they have made for the progress of the weavers, should be honoured and the Government should immediately make efforts to revive the Nagpur weavers' cooperative Society under that commitment. With these words I thank you for giving me an opportunity to speak.

[English]

SHRI N.K. PREMCHANDRAN (Quilon) : Mr. Chairman, Sir, I thank you very much for giving me an opportunity to raise this matter of urgent national importance.

The National Council for Education has come up with some stringent regulatory measures in the administration

of B.Ed. training schools all over the country. The teachers-students ratio was 1:30 before. Now, they have amended that provision and it is made as 1:10. The pertinent point to be noted is that in our state in Kerala all the B.Ed. training college teachers and staff are being paid from the Government of Kerala. It is very difficult to run these colleges in the proportion of 1:10.

So, I urge upon the Government of India, especially the Ministry of Human Resource Development, which is dealing with the subject of Education, to intervene in this matter and to withdraw these regulations which are causing untold hardships in conducting the B.Ed. training colleges. An urgent intervention in this respect is needed.

I would also like to bring to the notice of this House that for the time being no stringent regulations are required because the B.Ed. training courses are going to start in the next week or next month. So, no stringent provisions should be implemented at this juncture and these provisions should be reviewed immediately.

PROF. SAIFUDDIN SOZ (Baramulla) : I have been urging the Government of India not only now but earlier also that the Central Government loan accumulated against Jammu and Kashmir, which have accumulated to the tune of Rs. 1,450 crore, must be waived off because these loans are accumulated due to a wrong funding ratio which is discriminatory against Jammu and Kashmir from the very beginning. The Jammu and Kashmir State is a special category State and the ratio should have been 90 per cent as grant and 10 per cent as loan, whereas it was a wrong funding ratio applied to that State, making it 70 per cent as loan and only 30 per cent as grant. That was corrected way back in 1991. But by that time, these loans had accumulated enormously and every year as debt servicing say, by way of interest, more than Rs. 300 crore are deducted. That means it is a drag on the development of the State. So, it is a just demand on behalf of the Government of Jammu and Kashmir and on behalf of the people of the Jammu and Kashmir State that these loans should be waived off as there is full justification for it. The Finance Minister - who is not here - and the hon. Home Minister have informed me in writing that this matter will be placed before the Eleventh Finance Commission. That is not acceptable to me. Why did they not apply the same rod in Punjab? I do not blame this Government. Government is a running institution. This Government's responsibility is to fulfil whatever has been committed by that Government, and wherever there are gaps, this Government has to respond to that situation. How did they waive off loans in Punjab to the tune of Rs. 85 crore? Here it is a situation of Rs. 1,450 crore and every penny comes out of the Consolidated Fund of India. I do not understand

the logic in these letters that have come to me saying that the matter will be placed before the Finance Commission of India. Senior members of the Cabinet are here. One of them should stand and assure me that they will consider it sympathetically. They may take a little time but there should be logic. How did they waive off loans in Punjab and now they say they will go to the Eleventh Finance Commission. So, I request you to ask one of them to assure me. Shri Fernandes is there, Shri Nitish Kumar is there, Shri Barnala is there. Anyone of them can do that . . .  
*(Interruptions)*

MR. CHAIRMAN : Prof. Soz, you are a former Minister and you know about Zero Hour. On every matter raised during Zero Hour, the Government will not respond.

PROF. SAIFUDDIN SOZ : I know, Sir, but you can tell one of them . . . *(Interruptions)*

MR. CHAIRMAN : Dr. Asim Bala.

*[Translation]*

SHRI NARENDRA BUDANIA : Sir, I have been waiting for the last two days to speak.

*[English]*

DR. ASIM BALA : Sir, the Cycle Corporation of India Ltd. a Government Undertaking and is a sick unit. BIFFR has also given its last word. About 200 employees working in this company have been retired in 1995 but they are not given their gratuity and provident fund. The amount of gratuity is only Rs. 1.5 crore and that of provident fund only Rs. 1 crore. But that has not yet been paid by the Government. It is a sad situation for us. The retired employees as well as the present employees and their family members are passing through very hard days. They are starving. Under the circumstances, the Government should consider all these factors. I urge upon the Government to look into the matter seriously so that all the pending dues of the retired employees as well as of the present workers are given to them by the Government immediately.

*[Translation]*

DR. C.P. THAKUR (Patna) : Mr. Chairman, Sir, the High Court has commented about Bihar that there is no Government in Bihar. The same court has said a month back that let alone the Governance of Bihar, there is no Government. I would like to submit before the Union Government that not only incidents of killings are taking place there but kidnapping has also become an industry. Schools and colleges are closed. There is strike in University. Employers of Cooperation are not getting salaries. There is financial crisis. I request the Home Minister to dismiss the Bihar Government immediately and

[Dr. C.P. Thakur]

provide relief to ten crore people of the State Shri George Farnandes and Nitish ji are present in the House . . .  
(Interruptions)

SHRI RAGHUVANSH PRASAD SINGH : A conspiracy is being hatched against the great people of Bihar. . . .  
(Interruptions)

[English]

MR. CHAIRMAN : It is the right of the Member. He is raising it during Zero Hour.

(Interruptions)

MR. CHAIRMAN : Shri Raghuvansh Prasad Singh, please sit down. It is the right of the Member. Why are you interrupting unnecessarily ? Please sit down.

[Translation]

DR. C.P. THAKUR : This is the judgement of the High Court and this is not a judgement of any individual.

SHRI RAGHUVANSH PRASAD SINGH : If this Government takes any steps against the people's ambitions of Bihar, this communal Government will meet dooms day.

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora) : Mr. Chairman, Sir, there has been shortage of foodgrains in the fair price shops in hilly region of the country. Ten kilograms of foodgrains are distributed per month under the public distribution system introduced by the United Front Government and this has affected hilly region as ten kilograms of foodgrains are not sufficient to meet their requirement. Because of hilly and remote areas there has been perennial shortage of foodgrains. Foodgrains is not available in the fair price shops in Uttaranchal as a result of which the common people have to face great difficulty. This has resulted in a major problem for the poor. I specially urge upon the Union Government and the Food Minister to pay attention towards this problem. I had already raised this issue under the rule 377. But no satisfactory action has been taken in this regard. The R.P.D.S. along with the P.D.S. should be restored in hilly areas as was in force earlier and the supply of sufficient quantity of foodgrains should be ensured in remote and hilly areas.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : I want to draw the attention of the Government towards the Sardar Sarovar Project located in Gujrat and Maharastra states as a result of which the tribal villages of Maharastra state have come under the submerged area. The work of their rehabilitation is not going in full swing. Tribals are considered as inferior and ungraceful here. It had been said

that affected tribals would be given one-two hectares of land but no land has been given them so far where as the Government had given assurance in writing that they would be given ownership of land. Many tribal people were given ownership of land in 1993-94 but still many people have not got the ownership of land. I demand that the people affected by the above project should be given compensation for the last four-five years. Irrigation facility should be provided for their fields. There are the Walheti, Rayapur, Amalibari and M. Aya Tank schemes. These schemes should be implemented for providing irrigation facilities. Those tribals who have been shifted to new village from the old ones have been facing great difficulty in getting compensation for the past one and half years. They should be provided compensation immediately.

[English]

DR. SAROJA V. (Rasipuram) : Mr. Chairman, Sir, I raise this question consequent upon the new items that appeared in *The Hindustan Times* on 3.6.98. and 4.6.98. This dialysis is a very important life-saving procedure for the patients suffering from end-stage kidney disease. So, I would like to draw the attention of this august House to it. This is the procedure which is adopted by the nephrologists before the patients are taken up for kidney transplant. Though this is an intermediate procedure, yet this is the procedure we adopt before the transplant surgery is carried out. A news item has appeared that the nephrologists are boycotting this dialysis. The Secretary of Delhi Nephrologists Society has rightly pointed out that trading in human organs is deplorable.

But it is equally condemnable to equate the doctors who save lives to criminals without even establishing a *prima facie* case. Today's newspaper says that not only the private medical centres, but also the Government institutions are supporting this boycott because four doctors are under prolonged detention. I would like to make a request on behalf of the madicos. Will this Government consider the release of doctors who are under prolonged detention? Simultaneously, an inquiry may be initiated into this matter. Then, immediate steps should be taken to implement the Human Organ Transplant Act which was brought forward by the Government of India in the year 1994.

MR. CHAIRMAN : You may please pass on your request to the hon. Minister concerned. You need not read the whole thing.

DR. SAROJA V. : Sir, the main point is, this Act is not clear on the issue of unrelated donors. That is the problem which the doctors are facing now. So, I would request the hon. Minister to bring an amendment to regulate the issue of unrelated donors.

[Translation]

SHRI RAM TAHAL CHAUDHARY (Ranchi) : Sir, I want to draw the attention of the Govt. towards Ranchi and the Vananchal. The previous Government had announced that the loan of farmers upto Rs. 10,000 would be waived off. When the farmer visited the bank to repay their loans, the bank employees would say that after all it would be waived off, therefore, there is no need repay the loan amount. But now the amount of interest has accrued to four to ten fold them the principal amount and the people are being jailed and oppressed. Above all, I had already said repeatedly that when the Government had made an announcement to this effect, it should fulfil that and should waive off the loans. But this has not been done so. Today we talk of farmers and poor people but excesses are being committed on farmers there. I urge the Union Government that loans should be waived off and if it is not possible, at least the amount of interest which has accrued, should be waived off and one year's time should be given to repay the principal amount in instalments.

SHRI TAPAN SIKDAR (Dumdum) : Mr. Speaker, Sir, I want do draw the attention of the hon. Home Minister through you. Before and after the Panchayat elections, 14 people each belonging to scheduled caste and scheduled tribe have been murdered in Bengal and houses of 125 scheduled caste and scheduled tribes people were put on fire. Also atrocities had been committed on women. The R.S.P. members are present here. They also know that two people were burnt alive. . . . (Interruptions) women were reped . . . . (Interruptions)

[English]

DR. RAM CHANDRA DOME (Birbhum) : Mr. Chairman, Sir, it is totally false. . . . (Interruptions)

MR. CHAIRMAN : It is the right of the Member. Let him say whatever he wants to say.

(Interruptions)

MR. CHAIRMAN : Nothing will go on record except Shri Tapan Sikdar's submission.

(Interruptions)\*

[Translation]

SHRI TAPAN SIKDAR : I would like to draw the attention of the Home Minister towards the incidents of rape of the scheduled caste and scheduled tribe women. . . . (Interruptions)

[English]

SHRI AJOY MUKHOPADHYAY (Krishnagar) : Mr. Chairman, Sir, I would like to know whether you will allow State issues to be raised here.

\*Not Recorded

SHRI TAPAN SIKDAR : Sir, this is an issue relating to atrocity and genocide.

MR. CHAIRMAN : Your submission is over. Please take your seat.

(Interruptions)

MR. CHAIRMAN : Please sit down. Hon. Members, please cooperate.

SHRI HANNAN MOLLAH (Uluberia) : Sir, thousands of farmers and agricultural labourers from your State of Andhra Pradesh have come to Delhi and are sitting in Dharna at Jantar Mantar. Their delegation will meet the hon. Speaker in the evening. The hon. Speaker has kindly agreed to meet them in the evening. Nine organisations of agricultural labourers and kisans of Andhra Pradesh have come. They are leading this demonstration in the city of Delhi.

Sir, as you know, last year out of 1107 Mandals, 872 Mandals were declared drought affected. The situation is worse this year and because of that 350 peasants and farmers committed suicide. All of us have discussed this issue. These people have come here. But the Government is not taking necessary steps. Their demands are : (1) About Rs. 500 crore should be released from the Calamity Relief Fund to save the situation; (ii) Waving off institutional crop loans for small and marginal farmers; (iii) Regulate and implement strictly private money lending and punish the culprit; (iv) Enact and implement a Comprehensive Crop Insurance Scheme; (v) Amend appropriately the Act relating to control of adulteration of seeds, pesticides, insecticides and fertilizers ; (vi) Declare remunerative prices for all agricultural crops, (vii) Constitute Central Board for cotton and chilli like Tobacco Board; (viii) Clear all the pending irrigation projects in Andhra Pradesh; and (ix) Enhance subsidy amount for agricultural inputs.

They have come here to raise these nine demands. They will meet the hon. Speaker today. I urge upon the Government to accept these demands and save the people, farmers and agricultural labourers of Andhara Pradesh.

SHRI. P. UPENDRA (Vijayawada) : Sir, I also want to speak on this subject.

MR. CHAIRMAN : They have already given notices in advance. I will call your name later on.

MR. CHAIRMAN : Shri Rati Lal Varma, I will call you later as he wants to speak on the same subject.

(Interruptions)

SHRI P. UPENDRA : Mr. Chairman, Sir, I fully associate myself with the request made by Shri Hannan Mollah and we are grateful to him for raising this issue. A large number of farmers have come from Andhra Pradesh to ventilate their grievances. These incidents have brought into focus the plight of the farmers all over the country.

[Shri P. Upendra]

One specific point which I would like to raise is that on 27th May, the Minister of State in the Ministry of Agriculture announced some waiver of the interest on the loans taken from the institutional finance. But it is not very clear whether this applies to the families of all those affected in the State or only to the four districts which the Central Government and the State Governments have identified. I would also like to mention that only 142 of the 325 families affected by the suicides have so far been given relief by the State Governments. I would request the Central Government to bring this to the notice of the State Governments and also see that relief is given to all of them.

I also fully support the nine demands which are raised by the people who have assembled here. I would request the Government to take immediate action on them.

SHRI S. JAIPAL REDDY : Thank you, Mr. Chairman. Thousands of farmers from Andhra Pradesh have reached Delhi all the way to draw the attention of the House and the nation to the sad predicament in which the cotton farmers are finding themselves. Sir, as you are aware, the farmers of Andhra Pradesh have been known throughout the country for all these decades as *Anna Daata* of India and that farmer has been driven to commit suicide.

I understand that nearly 200 cotton farmers have committed suicide, and there are many reasons for it. One, of course, is because of the pressure of private money-lenders. There is a need to act against the private money-lenders in the matter. The farmers also suffered because of bogus seeds and pesticides that the system provided. The institutional finance that was made available to farmers is far from adequate because of which they have taken recourse to this. The Andhra Pradesh Government had announced an *ex gratia* payment for those families which suffered from the suicide of farmers.

MR. CHAIRMAN : Yesterday, we have discussed the same subject in a very elaborate manner.

SHRI S. JAIPAL REDDY : I am of the view that the Government of India also must grant an *ex gratia* payment to these affected families, and they must also see that cotton growers of the next year are taken care of through guaranteed price for the cotton. Otherwise, India will suffer from shortage of cotton ; nobody will grow cotton either in Andhra or elsewhere.

[Translation]

SHRI RATILAL KALIDAS VARMA (Dhandhuha) : Mr. Chairman, Sir, there are 35 lakh families in the Gujarat State which are living below the poverty line. The wheat and sugar allocated to Gujarat by the Government of India under Public Distribution System is quite inadequate. As

a result people do not get their full quota of foodgrains. As per the 1997 census, 17,557 m. tonne levy sugar is allocated to the State from January, 1996, as a result instead of 425 grams, only 400 gram sugar is provided to each family, which is quite insufficient. Therefore I demand that 29,557 m. tonne levy sugar should be provided to Gujarat Government keeping in view the Census of 1997. Likewise Gujarat was allocated 29500 m. tonnes A.P.L. wheat and 20,000 m. tonnes of BPL rice. Thus the total quantity of wheat and rice supplied to the State during April, 1998 was 49,500 m. tonne and 18000 m. tonnes respectively which is very less.

The Gujarat Government is determined to see that no-one remains hungry in the State. My submission to the Union Government is that arrangements should be made to provide 9 kg. BPL wheat and 350 gms BPL rice per head which is the fixed minimum per capital quantity and accordingly the Government should supply 29700 m. tonnes of wheat and 11,500 metric tonnes of rice to the State . . . (Interruptions)

[English]

MR. CHAIRMAN : We will complete the Zero Hour first and then we will discuss other things.

[Translation]

SHRI NARENDRA BUDANIA : Mr. Chairman, Sir, I have also given a notice to speak during Zero Hour . . . (Interruptions)

[English]

MR. CHAIRMAN : Shri Narendra Budania, I will call you afterwards. Shri Thawar Chand Gehlot's name is listed at serial number seven. He has given the notice. I will call you afterwards.

[Translation]

SHRI THAWARCHAND GEHLOT (Shajapur) : Mr. Chairman, Sir, the Union Government have authorised the M.Ps to recommend developmental construction works involving cost upto rupees one crore under Member of Parliament Local Area Development Scheme. Under this scheme the Member of Parliament should make recommendation in this regard to the collector in writing and the collector should depute an agency to execute the developmental construction work, but in Madhya Pradesh Department of Economics and Statistics Planning issued a circular on 28th November the proposals for all such construction work which involve the cost upto rupees three lakh and which are to be carried out with Member of Parliament fund must be routed through Panchayat Legislative Assembly Elections are likely to be held after six month in Madhya Pradesh and this instruction has been issued with sole intention to hamper the developmental

construction work, desired to be done by the Members of Parliament. They do not entertain the agencies recommended by us. Even collectors are bound to follow the orders of State Government. I would like to request the Union Government to issue instructions to the Government of Madhya Pradesh for compliance of the guidelines issue by the Union Government with regard to the implementation of the scheme.

[English]

SR. LAXMINARAYAN PANDEY (Mandsaur) : Sir, I want to speak on the same issue. It is a privilege issue.

[Translation]

This is a privilege issue that despite the fact that Guidelines for Member of Parliament Local Area Development Scheme or rural development fund are already there, if State Governments act against these guidelines then instructions should be issued to the State Governments to follow the norms.

[English]

They are action against the guidelines. How can they act like that?

[Translation]

Therefore this is a matter of changing the system by issuing circular. But we are not raising this matter in the form of privilege issue. The Union Government should give instruction to the State Governments to follow the guidelines in letter and spirit.

SHRI CHANDRAMANI TRIPATHI : Mr. Chairman, Sir, Medical Council of India have given a warning to State Government to withdraw the recognition of the Reeva Medical College. Medical College, Reeva was established in 1968. Reeva is the most neglected area of the country. The post of Dean is lying vacant over the years in the Medical College. I would like to request you that only 8 seats of Professors have been filled out of 28 vacancies of Professors. The posts of Associate Professors and Lecturers are lying vacant, E.C.G. Machine is not available in the medical department. Medical Council of India has instructed state Government in writing that if all these vacancies are not filled by March, then the recognition would be withdrawn. When the Professors and students of that college had gone on strike only then the Medical council of India extended this period till July. I would like to request the Union Government to direct the State Government to fill all the vacancies in order to set in the recognition of Reeva Medical College.

[English]

MR. CHAIRMAN : Shri Narendra Budania will speak now.

(Interruptions)

Mr. Chairman : There are only one or two hon. Members to speak I will call you later.

[Translation]

SHRI NARENDRA BUDANIA : Mr. Speaker Sir, through you, I would like to present a very important matter before the House and the Govt. When the Prime Minister was delivering his speech, at the time of getting the vote of confidence here in the House, he had said that there would not be any war. If there would be anywar, it would be fourth war for solving the problem of potable water. The entire nation perceived that now the priority might be given to the problems like potable water and the ordinary poor people in the villages who struggled potable water, become hopeful. But I would like to submit before you that the problem of potable water is prevailing throughout the country, but in Rajasthan it has become so severe that people do not get even a single drop of water. The people in Rajasthan have to walk 20 to 30 kilometer for fetching potable water, even then sometimes they do not get water. The attention of the Government have been drawn constantly in Rajasthan by staging dharnas or demonstrations or by smashing of earthen wares by women before the Government authorities to get the solution of the problem of potable water. But the Government have paid least attention to this issue. When a villager complaints he is not having even a single drop of water to drink, no officer comes for redressal of his grievance. The Congress workers have staged dharna, demonstrated, courted arrest on 1st at Jaipur to warn the Government.

But even after such ahuge demonstration and arresting of thousands of people on 1st, the Government have not yet come out of its slumber.

MR. CHIARMAN : .Please Conclude.

SHRI NARENDRA BUDANIA : I would like to speak in brief.

SHRI ASHOK GAHLOT (Jodhpur) : Let him speak. People are dying due to the non-availablity of water.

[English]

MR. CHAIRMAN : Please sum up. You are not to make any speech. You must draw the attention of the Government so that they can understand it. There is a lot of time available during the discussion on General Budget. So many Members are waiting for an opportunity to speak.

(Interruptions)

SHRI ANIL BASU (Arambagh) : He is the President of the PCC. Kindly allow him to speak. He is on the same issue. . . . (Interruptions)

MR. CHAIRMAN : I know it.

[Translation]

SHRI NARENDRA BUDANIA : In Churu district which is my constituency and its adjoining districts Bikaner, Nagour, Jhujhunu and Sikar are facing acute problem of water. Mr. Chairman, Sir, you would be surprised to know that approximately 5,000 people from my constituency came to Jaipur covering a distance of 450 Kilometer to discuss the problem of potable water with the State Government and stated that they were dying of thirst. But the people of Churu district felt it more appropriate to meet the Chief Secretary of State Government as the Chief Minister had adopted a passive attitude towards the problems, of the people even though such a massive demonstration was made. After that those 5,000 people approached the Chief Secretary. Mr. Chairman Sir, I am sorry to say that they did not agree to listen to them even for two minutes. I would like to show this news paper report, in which a 76 years old veteran leader, who is a heart patient and has many times represented in the Legislative Assembly of Rajasthan and has also been the Finance Minister in the State Government is shown lying on the road and the police is beating him with lathis. They went there to discuss the problem of potable water and they found it more appropriate to give memoranda to the Chief Secretary instead of the Chief Minister and for this they were being beaten. State Government has not been able to provide potable water to the people and thus it has totally failed. Therefore they gave a memoranda to the Chief Secretary. Such kind of incidents are taking place for the sake of potable water.

[Translation]

If the problem of drinking water is not solved in Rajasthan, the farmers of the state would come to the roads and ultimately violence would take place. On one side farmers are committing suicide and crying for the drinking water whereas on other side the people are migrating from my constituency and the area has been vacated.... (Interruptions)

[English]

MR. CHAIRMAN : Now, I call Shri Bijoy Krishna Handique to speak.

(Interruptions)

MR. CHAIRMAN : I will call you. Please cooperate with the Chair. I have given you a chance. This is 'Zero Hour'. All the Members will not be allowed during the 'Zero Hour'. I do not want the Members to say the same thing. I will not allow it. You must understand it.

(Interruptions)

MR. CHAIRMAN : Please understand that other Members are also there to speak. Otherwise, I will adjourn

the House if you do not cooperate. This is not the proper way of doing things. Without giving notice, I have given a chance to you. I will not allow you any further.

(Interruptions)

MR. CHAIRMAN : Nothing will go on record.

(Interruptions)\*

MR. CHAIRMAN : No counter argument, please. Please sit down.

(Interruptions)

MR. CHAIRMAN : Except the version of Shri Bijoy Krishna Handique, nothing will go on record.

(Interruptions)\*

MR. CHAIRMAN : Please sit down. You are not supposed to give an answer.

(Interruptions)

MR. CHAIRMAN : I will call you.

MR. CHAIRMAN : Shri Basu, you are a senior Member. Please cooperate. This is 'Zero Hour'.

(Interruptions)

SHRI ANIL BASU : Sir, you please ask the Government to call all the MPs from Rajasthan to discuss this very genuine issue. . . . (Interruptions)

MR. CHAIRMAN : Please hear me.

(Interruptions)

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Hon'ble Minister is present here. You may like to meet him. . . . (Interruptions)

SHRI MOHAN SINGH : Hon'ble Minister has left the capital and has come here and the people are suffering there. . . . (Interruptions)

SHRI GIRDHARI LAL BHARGAVA : It is wrong to say that hon'ble Minister has left from there. . . . (Interruptions) actually my hon'ble Chief Minister is fully conscious of and sensitive to the problem and doing efforts . . . (Interruptions)

[English]

MR. CHAIRMAN : Everybody knows that drinking water is a serious issue. Our hon. Parliamentary Affairs Minister will take care of this. He will inform the Minister in-charge of Drinking Water, who will convene a meeting of all the MPs from Rajasthan. You can put your grievances before the Minister.

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\*Not Recorded.

[Translation]

SHRI NARENDRA BUDANIA : Sir, this is Rajasthan - Patrika and this is the main source of Information . . . (Interruptions)

SHRI GIRDHARI LAL BHARGAVA : You, please, call on hon'ble Chief Minister and the officers concerned. . . (Interruptions)

[English]

MR. CHAIRMAN : This is not the way to raise it. All issues are important issues. That is why we are discussing it in the Zero Hour. Without the issues being important, how can we discuss it in the Zero Hour? You are disturbing the other Members.

(Interruptions)

[Translation]

SHRI NARENDRA BUDANIA : You please listen to my demand. . . (Interruptions)

[English]

MR. CHAIRMAN : This is too much. Please hear me.

[Translation]

SHRI NARENDRA BUDANIA : Sir, People in my constituency travel upto 30-40 kilometres in search of water. When they come to Delhi to protest in support of their demand, they were given a severe beating. . . . (Interruptions)

SHRI GIRDHARI LAL BHARGAVA : Hon'ble Minister is here and you may like to meet him. . . (Interruptions)

[English]

13.45 hrs.

*Shri Narendra Budania and some other hon'ble Members then left the House.*

(Interruptions)

MR. CHAIRMAN : Please address the Chair.

[Translation]

SHRI CHANDRASEKHAR SAHU : Sir, I want to draw your attention towards a serious problem. Forty people have died due to heat and sun stroke in Madhya Pradesh so far. Mr. Chairman Sir, 22 people have died in Raipur alone till date.

All Government hospitals are deserted as all the employees and nursing staff are on strike.

Mr. Chairman, Sir, with the intensity of heat, the number of deaths is on increase and the situation prevailing there is such that the intervention by the Central Government has become unavoidable. I want to request

the Union-Government while drawing attention of yours as well as the House to make available whatever medical aid is possible as the weather is quite hot and the environment is also hot due to the resentment among the people over the latitude of the Government of Madhya Pradesh. Thus, I want the Government to intervene into the matter. I just want to say this much only so as to save the people from dying.

SHRI G.M. BANATWALLA (Ponnani): Mr. Chairman, Sir, I wish to draw the attention of the Prime Minister to a very grave situation that is developing. There are very serious reports that preparations are going on for the construction of a grand temple on the site of Babri Masjid/ there are open claims being made by the functionaries of Vishwa Hindu Parishad and others. A co-convenor of the Ramjanma Bhoomi Committee has gone to the extent of saying that pillars are being constructed out of stones from Jaipur and other places and very soon the temple will come up.

Now, the Central Government is the custodian of this place. The matter is before the courts and there are court orders to the effect that *status quo* must be maintained. There are, therefore, very serious violations of the court orders. Now, my only request to the Government is that the entire nation must be taken into confidence with respect to the situation that is developing there on the site of the Babri Masjid in Ayodhya. The people must know the reality.

Secondly, full security must be provided and the safety of the place must be ensured. The orders of the court must be properly maintained because there is a lot of resentment going on in the entire country. Let the Prime Minister take note of that resentment in time and steps be taken for the security and safety of the place. . . (Interruptions)

[Translation]

SHRI MADAN LAL KHURANA : Sir, this sort of statement may not create a confusion in the country so I wish to clarify the position. The Court orders are being strictly followed. . . (Interruptions)

[English]

MR. CHAIRMAN : Shri Beni Prasad Verma, please sit down and allow the hon. Minister to speak.

(Interruptions)

[Translation]

SHRI MADAN LAL KHURANA: The status quo is being maintained. We have no information about construction of temple on the site. If someone construct a temple at any place and the court delivers a judgement in that regard we will certainly follow the Court Orders. But if anybody

[Shri Madan Lal Khurana]

construct a temple within the premises of his/her house, then we are helpless . . . (Interruptions) As far as the orders of the Court are concerned these are being followed in letter and spirit . . . (Interruptions) if they bring a stay-order in regard to construction of a temple in any corner of India. . . (Interruptions) we will follow that also . . . (Interruptions)

SHRI G.M. BANATWALA (Ponnani): Site of Babri Mosque is being talked here not any other site. . . . (Interruptions) claims are being made in that regard.

[English]

SHRI SURESH KURUP (Kottayam) : Sir, there are reports that the temple is being constructed there. What does the Government say about that . . . (Interruptions)

14.00 hrs.

MR. CHAIRMAN : This is the Zero Hour. The Hon. Minister has already responded to you. Again you are asking for clarification. No.

[Translation]

SMT. KAILASHO DEVI (Kurukshetra) : I want to draw attention of the Union Government towards three issues through you. The first point is that fifteen charges have passed since the nurses in Haryana went on strike. The nurses have gone on strike because they want uniform scale and other facilities from the Union Government. Mr. Chairman, Sir, their demands are justified as they have to perform the same duties whether they are working in Central Government Hospitals or State Government Hospitals. Therefore, I strongly appeal that Haryana Government be compelled to give these nurses pay scales equal to the pay scales given in the Central Government Hospitals. Nurses are born to serve the humanity and they look after the patients even more attentively than their own children. Therefore their demands should be accepted even without making such demands by them. The Haryana Government had promised the nurses before the election that if their party comes to power, then all their demands would be accepted. Now they are backing-out. So, the Central Government should sympathetically considering all the demands of nurses, compel the State Government to meet their demands at any cost. So that the strike of nurses come to an end so as to restore the health services. The patients are facing much trouble due to the total failure of the health services there and people are crying for help. This problem should be resolved immediately.

It is known to all of you that Kurukshetra is a World famous place of pilgrimage. The cities like Rohtak and Chandigarh are having medical colleges and have facilities for doing Post Graduate studies in the field of Medical

Science. But the students residing the World wide famous pilgrimage like the Kurukshetra have to go elsewhere to seek medical education as no medical college is available here although foreign students also come here to study other subjects. Therefore, the Union Government should take steps to set-up medical college in Kurukshetra at the earliest.

Hon'ble Minister of railways have just left. I have another three points related to the railways. . . (Interruptions) My first request is regarding construction of an overbridge in Yamuna-Nagar, Shahbad and Kaithal, We are sitting in the biggest Panchayat of Hindustan.

[English]

MR. CHAIRMAN : Please do not make a speech. This is the Zero hour. Please conclude.

[Translation]

SMT. KAILASHO DEVI : If this Panchayat would delay the implementation of such things then what lesson other bodies would learn. My humble appeal to the Union Government is that instructions be issued to implement all the suggestions made by the M.P.s at the earliest, only then these functions would be effective. Otherwise there is no point of talking about these things in this August House. If the problem of constructing three over-bridges in my constituency is not be solved then I would sit on fast-unto-death to get these problems solved.

[English]

MR. CHAIRMAN: The remaining matters will be taken up tomorrow.

The House stands adjourned to meet at 3 p.m.

14.03 hrs.

*The Lok Sabha then adjourned for Lunch till Fifteen of the Clock.*

15.04 hrs.

*The Lok Sabha re-assembled after Lunch at four minutes past Fifteen of the Clock.*

[SHRI RAGHUVANSH PRASAD SINGH in the Chair]

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : Sir, during Zero Hour when some hon. Members raised the question of bomb blast in Assam, I gave an assurance to the House that I would convey the matter to the Home Minister and request him to make a statement. I have since spoken to the Home Minister and he has kindly agreed to make a statement tomorrow.

15.04 1/4 hrs.

MATTER UNDER RULE 377

- (i) **Need to allocate adequate funds for the maintenance of National highways in Rajasthan**

[Translation]

SHRI GIRDHARI LAL BHARGAVA : Mr. Chairman, Sir, more funds should be provided to Rajasthan Government for the maintenance of national highways because the State is having more national highways as compared to other States. But the Central Government provided inadequate funds to Government of Rajasthan. The roads are broken at several places in the State which create obstacle in smooth movement of the traffic. Therefore, more funds are needed to repair the roads.

I therefore demand that Union Government should provide comparatively more funds to Rajasthan for the maintenance of roads.

- (ii) **Need to take steps to facilitate return of NRI Doctors who are not Indian citizens for practising in India**

[English]

DR. RAMESH CHAND TOMAR (Hapur) : With the opening of Indian economy, large number of NRI professionals and businessmen have returned to India or are seriously looking at the option of returning to India. Large number of doctors of Indian origin are located in countries like U.K., U.S.A., Canada, etc. Most of them are doing very well professionally and earning extremely high income. Many of them have a desire to return to India and use their expertise to upgrade the medical services available in India and contribute meaningfully to health care field. This is a golden opportunity to reverse the brain drain and get the much needed expertise in the medical field which is in accordance with the Government policy. However, the Indian Medical Council Act prevents such NRIs from practising in India if they are not Indian citizens.

I urge upon the Union Government to facilitate return of NRI doctors who are not Indian citizens for practising in India.

- (iii) **Need to ensure that Food Corporation of India purchases wheat at remunerative prices in Bhind district of Madhya Pradesh.**

[Translation]

DR. RAM LAKHAN SINGH (Bhind) : Mr. Chairman, Sir, Food Corporation of India is not procuring the wheat from the farmers in Bhind district of Madhya Pradesh telling them

that their wheat is of substandard quality. Due to which farmers are suffering a lot. When the farmers sell the same wheat to the traders, they purchase it at a cheaper rate and sell it back to the Food Corporation of India at a higher rate as a result thereof the traders earn more benefit and the very producer of the wheat i.e. the farmers are not getting remunerative prices for their hard work. Whereas the Government intend to pay the farmers remunerative prices for their crops.

I therefore, request the Minister concerned through you that Food Corporation of India purchases the wheat of farmers of Bhind district of Madhya Pradesh at reasonable rates so that the farmers are not compelled to sell it to the traders at cheaper rates.

- (iv) **Need to implement the recommendations of Talwar Committee on the service conditions of Extra-Departmental workers of Postal Department**

[English]

SHRI MULLAPALLY RAMACHANDRAN (Cannanore): About three and a half lakh ED employees working in the Postal Department are the most neglected lot in the Communication Department. These employees are working in the Department as bonded labourers. Time and again, the said plight of these ED workers were raised on the floor of this august House by hon. Members cutting across political affiliations. At last, the Government of India appointed the Talwar Committee which recommended to the Union Government to recognise these ED employees as civil servants. It also recommended pay scale including increments, pensions, gratuity, leave, etc., as are being granted to permanent employees. It is about one year since the Committee has submitted its report to the Government. No action whatsoever has been taken by the Government on this report.

Even while we celebrate the Golden Jubilee of our Independence, the Communication Department is still guided by the Telegraph Act of 1932. It earnestly appeal to the hon. Minister of Communications to take immediate steps to implement the recommendation of the Talwar Committee so that the genuine problems faced by the ED employees are mitigated and they are treated as civil servants.

(Interruptions)

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, let it be noted that this issue is being raised in this House by all the Members, cutting across party lines, for a very very long time. Yesterday also it was raised. . . . (Interruptions)

SHRI BASU DEB ACHARIA (Bankura) : Yesterday also it was raised, Sir. . . . (Interruptions)

[Translation]

MR. CHARIMAN: It was permitted under Rule 377 and the very point is being taken up which the hon'ble member has raised. . . (Interruptions) It is meaningless, what would others write about it, Government would take note of it and you will get a written reply. . . (Interruptions)

[English]

SHRI BASU DEB ACHARIA: Sir, We want a direction from the Chair. . . (Interruptions)

[Translation]

MR. CHAIRMAN : Sir we want directions from you.

MR. CHAIRMAN: This is an important matter, Government would take care of the sentiments expressed by the hon'ble Members.

SHRI BASUDEB ACHARIA: You, please, direct the Government to implement this at the earliest you can issue directions.

MR. CHAIRMAN: The action would be taken on this matter under Rule 377.

(Interruptions)

[English]

SHRI BASU DEB ACHARIA: Sir, you can direct the Parliamentary Affairs Minister. . . (Interruptions)

[Translation]

MR. CHAIRMAN: Hon'ble Minister is listening. He would certainly honour your sentiments.

SHRI BASUDEB ACHARIA: Hon'ble Minister Sir, are you listening. . . (Interruptions)

SHRIMATI GEETA MUKHERJEE: Are you listening, Sir. . . (Interruptions)

MR. CHAIRMAN: You please be silent, there is no such tradition under Rule 377.

- (v) **Need to withhold Decision to conduct Pre-medical test for admission to medical colleges in Maharashtra this year**

[English]

SHRI VILAS MUTTEMWAR (Nagpur) : The sudden decision of the Government of Maharashtra to hold pre-medical test for admission to medical colleges has created panic among the five lakh students and their parents.

Holding pre-medical test this year at such a short notice is not practicable. Untill now, admission to medical colleges was dependent on the marks obtained in the XII standard examination. The Government of Maharashtra

has untill now neither declared the syllabus, the pattern of examination nor the venue.

Though the decision of the Government has created a problem all over Maharashtra and in Vidarbha particularly, students are placed in a more disadvantageous position because there is no coaching class facility for preparation of pre-medical college. Also, the Government does not have efficient and trained staff or necessary infrastructure at various places to hold pre-medical test.

The students who have opted for Fisheries/Paramedical in lieu of Maths after X standard have no chance of getting admission to engineering, architecture courses. The decision of the Government causes great injustice to these students.

Pre-medical test is not mandatory in Maharashtra as in other States, because all students have same syllabus, same question papers; and the method of valuation is also the same.

To secure medical admission, students need more than 92 percent marks and they have prepared for two years with this Intention.

The Prime Minister's and the Central Government's urgent and kind attention is invited to safeguard the career of five lakh students of Maharashtra by advising the Government of Maharashtra to hold pre-medical test from the next academic year with proper care and prior announcement.

- (vi) **Need to Ban Import of Rubber and Rubber Products and fix remunerative price for procurement of Rubber**

SHRI P.C. CHACKO (Idukki) : The prices of natural rubber has fallen to an all-time low. Nearly a lakh of farmers, most of them small and marginal, are producing six lakh tonnes of natural rubber which is barely sufficient for meeting the requirements of Indian Industry. Due to the recessionary trends in the industry, the off-take is further reduced and there is surplus of natural rubber in the country. Government, under different guise, is allowing the import of rubber and rubber products. This has messed up the problem of farmers. A minimum remunerative price should be fixed at the earliest and procurement at this new fixed price by Government agencies should be undertaken immediately. The Government may forthwith ban import of rubber and rubber products including polyurethane. The Government is urged to take an early decision in this matter.

- (vii) **Need to provide reservation facilities of Rajdhani Express at Calicut in Kerala**

PROF. A.K. PREMAJAM (Badagara): Though Rajdhani

Express which runs from New Delhi to Trivandrum and back halts at Calicut (Kerala) reservation facilities quota are not available at Calicut railway station. This causes undue inconvenience to passengers from the northern part of Kerala as reservation facilities are available only at Cochin and Trivandrum. Passengers boarding from and alighting at Calicut have to bear extra expenditure because they have to purchase tickets of Cochin or Trivandrum instead of Calicut. I request the Hon. Minister for Railways to look into the matter and be kind enough to take necessary steps to provide reservation facilities at Calicut railway station at the earliest.

**(viii) Re: Need to set up a department under Ministry of Labour for better opportunities to labourers going abroad for employment.**

[Translation]

PROF. PREM SINGH CHANDUMAJRA (Patiala) : Mr. Chairman, Sir, India is an overpopulated country. The manpower is cheaper here and this manpower is quite useful. The data, worldwide, shows that the people of Indian-origin have carved a niche in the world with their hardwork and diligence. My suggestion is that the additional manpower should be encouraged to earn foreign exchange. Still Indian labourers are migrating to the foreign countries in large numbers and earning foreign exchange for the country. Still labourers can be further motivated to earn more foreign exchange. The likely exploitation due to privatisation is creating hardles in the way of common labourer in this field.

Thus, I request that a department should be set-up under the Ministry of Labour to motivate the labourers to go to foreign countries and help the country in earning foreign exchange.

**(ix) Need to impress upon the State Government of Karnataka to Release 205 TMC of Water to Tamil Nadu.**

SHRI N. SELVARASU (Nagapattinam) : I would like to draw the attention of the Government towards the non-implementation of the interim order awarded by the Cauvery Water Dispute Tribunal.

As the negotiations between the riparian States of Tamil Nadu and Karnataka failed, the then Prime Minister Shri V.P. Singh constituted a tribunal under the Chairmanship of Justice Chittagosh Mukherjee. The tribunal unanimously ordered the release of 205 TMC of water to Tamil Nadu.

During this year, due to failure of monsoon and high temperature, the Cauvery Delta is facing a drought-like situation. Every year, on 12th June, water used to be released from Mettur Dam for agriculture purpose. This

year, the level in Mettur Dam is very low. So, I request the Government to honour the judgement of the tribunal and instruct the Government of Karnataka to release 205 TMC of water immediately through Krishna Raja Sagar Dam.

SHRI VAIKO (Sivakasi) : Sir, I associate myself with what Shri Selvarasu has said.

**(x) Need to take measures to protect the interests of Fishermen of Tamilnadu from Assault by Sri Lankan Navy**

SHRI VAIKO (Sivakasi) : Sir, I bring to the notice of the Union Government the alleged killings of Tamil Nadu fishermen by Shri Lankan Navy.

For the past several years, we have been pleading with the Government to take appropriate action to save our fishermen. But unfortunately, the firing from Sri Lankan side is continuing. The problem for our fishermen began after Kachathivu island was given to Sri Lanka in 1974. Through Kachathivu was given to Sri Lanka, the agreement entered into by both India and Sri Lanka protected the traditional fishing rights of Tamil Nadu fishermen. But for the last over ten years, there has been firing upon our fishermen from Sri Lankan side whenever they go for fishing. Many innocent fishermen have been killed so far. Several fishermen have been injured seriously. Many fishing boats have been damaged. It is a pity that our fishermen are attacked in Indian waters.

The Sri Lankan Government should be requested to respect the 1974 agreement in letter and spirit. The Indian Navy should give protection to our fishermen whenever they go for fishing. Since fishing is the question of life and death for our fishermen, I appeal to the Government of India to take necessary action to protect their livelihood and should find a permanent solution to save the fishermen of Tamil Nadu.

**(xi) Need to open a Telephone Exchange in Tumkur District of Karnataka**

SHRI S. MALLIKRAJUNIAH (Tumkur) : Sir, in Tumkur district of Karnataka, the telephones is rural parts and particularly in Tiptur, Halapalya and Gubbi towns, a portion of regulated market in Kyatasandra and Tumkur areas are in a bad state of affairs in rendering good services. The services are in a very bad state. There is a demand for opening of telephone exchanges in most of the rural areas, such as Panchayat headquarters and important business centres and connections should be given in Tumkur parliamentary constituency.

I urge upon the Government to look into the matter.

15.21 hrs.

STATUTORY RESOLUTION RE : DISAPPROVAL  
OF THE NATIONAL INSTITUTE OF PHAR-  
MACEUTICAL EDUCATION AND  
RESEARCH (SECOND) ORDINANCE

AND

NATIONAL INSTITUTE OF PHARMACEUTICAL  
EDUCATION AND RESEARCH BILL\*

[English]

MR. CHAIRMAN : Shri Arif Mohammed Khan, not present. Shri Basu Deb Acharia.

SHRI BASU DEB ACHARIA (Bankura) : Sir, I beg to move :

"That this House disapproves of the National Institute of Pharmaceutical Education and Research (Second) Ordinance, 1998 (No. 9 of 1998) promulgated by the President on 23 April, 1998."

Sir, my intention is not to oppose this Bill. What I want to say here is that this Bill was introduced in the Eleventh Lok Sabha on 3rd March, 1997. Such an important Bill was not passed at that time. There was enough scope to pass this Bill after its introduction on 3rd March, 1997. With the dissolution of the Eleventh Lok Sabha, that Bill lapsed. Then, there was a need to promulgate an Ordinance. An Ordinance was promulgated on 21st January, 1998. That Ordinance also lapsed after expiry of six weeks after the Parliament reassembled. After promulgation of the Ordinance, when the Lok Sabha reassembled in the month of March, there was scope to replace the Ordinance by a Bill.

[Translation]

MR. CHAIRMAN : Shri Anand Mohan ji, you have crossed the floor twice. Go to your seat and seek apology.

[English]

SOME-HON. MEMBERS : Correct . . . (Interruptions)

SHRI BASU DEB ACHARIA : The Ordinance was allowed to lapse. . . (Interruptions) The Government is not serious about such an important Bill.

The intention of the Government and the purpose of bringing this Bill was to give the Institute of Pharmaceutical Education and Research a national status. When such was the purpose, then the Government should have been more serious about passing the Bill by replacing the Ordinance and not allow the Ordinance to lapse.

During the inter-session period, at least nine

Ordinances were promulgated. There are a number of rulings given by the Chair that generally Ordinances should not be promulgated. But, here in this case I feel there was an urgency for this, because the Ordinance was allowed to lapse. There lies the non-seriousness of the Government. The Government owes an explanation to the House as to why after promulgation of the first Ordinance, the Ordinance was allowed to lapse when there was a scope to replace the Ordinance by a Bill thus necessitating the need for promulgation of the Second Ordinance after expiry of six weeks after the House was convened. It was required to be done because otherwise there would have been some problems with the process of enrollment of students. Thus, Ordinance for the National Institute of Pharmaceutical Education and Research was promulgated on 21 January, 1998. That was the urgency at that time. But the ordinance lapsed on 5 May, 1998. Why was the Ordinance not replaced by a Bill before that ? The Government owes an explanation to this House in this regard.

THE MINISTER OF CHEMICALS AND FERTILIZERS  
OF FOOD AND CONSUMER AFFAIRS (SARDAR SURJIT  
SINGH BARNALA) : Sir, I beg to move : \*\*

"That the Bill to declare the institution known as the National Institute of Pharmaceutical Education and Research to be an institution of national importance and to provide for its incorporation and matters connected therewith, be taken into consideration".

Sir, there are a large number of important educational institutions in the country for diploma and degree courses in pharmaceutical but there is no institution of excellence as available in other fields, namely, engineering, technology, medical education etc. The approach and the concept of NIPER from the very beginning has been to set up an institute of excellence to provide leadership in the field of pharmaceutical education research and training.

NIPER is expected to go beyond the conventional and traditional methods of teaching. The wide spectrum of objectives and activities of NIPER necessitates a degree of autonomy, particularly in respect of developments in the adoption of the education and training curricula. Such an autonomy and flexibility which are available to the institutes like IIT can be given only if NIPER is declared as an institute of national importance and is empowered to adopt its own curricula and impart degrees, awards, fellowships etc. The main objective of the institute is, toning up the level of Pharmaceutical Education and Research by training the future teachers, research scientists and managers of the industry. Creation of national centres to cater to the needs of pharmaceutical industries and other research and teaching institutions, collaboration with Indian industry to

\*\* Moved with the Recommendation of the President.

help it to meet global challenges, study of sociological aspects of drug use and abuse and rural pharmacy, etc. have been incorporated in the Bill.

15.32 Hrs.

[SHRI P.M. SAYEED *in the Chair*]

In order to enable the institute to start its academic programme for the session 1998-99, an Ordinance called the National Institute of Pharmaceutical Education and Research (Second) Ordinance, 1998 (No. 9 of 1998) was promulgated on 23rd April, 1998 to declare the institution known as the National Institute of Pharmaceutical Education and Research to be an institute of national importance and to provide for its incorporation and matters connected therewith. NIPER Bill 1998, seeks to replace this Ordinance.

MR. CHAIRMAN : Motions moved :

"That this House disapproves of the National Institute of Pharmaceutical Education and Research (Second) Ordinance, 1998 (No. 9 of 1998) promulgated by the President on 23 April, 1998."

"That the Bill to declare the institution known as the National Institute of Pharmaceutical Education and Research to be an institution of national importance and to provide for its incorporation and matters connected therewith, be taken into consideration".

DR. T. SUBBARAMI REDDY (Visakhapatnam): Chairman, Sir, my submission is that the Ordinance should be like a *Pashupatastra* of Arjun in *Mahabharat*.

[*Translation*]

It should not be used again and again. It should be used in compelling situation.

[*English*]

But here I find that the National Institute of Pharmaceutical Education and Research Bill was introduced on March 3, 1997 and it was allowed to lapse just before the dissolution of the Lok Sabha. I would like to know what was the necessity to promulgate an Ordinance when it was known that the new Government would be in Office in April. It would have been proper had they waited and introduced a fresh Bill with full modifications considering the socio-economic needs of this institute.

The specific purpose of the Bill is to teach and train the students and particularly train the people living in villages with regard to various pharmaceutical drugs. The purpose and the philosophy behind the Bill is good. I have only two suggestions to make otherwise, I agree with the Bill as such.

I suggest that under this institute various colleges and institutions should be opened in different parts of the country, particularly in rural areas like Uttar Pradesh, Rajasthan, Madhya Pradesh, Bihar, Gujarat, Andhra Pradesh - for that matter in almost entire country.

MR. CHAIRMAN : Please do not indulge in with other Members otherwise your time will be cut short.

DR. T. SUBBARAMI REDDY : I have been given two minutes time and I do not need more than that.

So, I suggest that under this institute various colleges and institutions should be opened in various parts of the country so that more and more people are encouraged to take up the study in Pharmacy. It should not be made an institution only to earn profit and merit should be given prime consideration. There should also be a provision for giving concession, particularly to Scheduled Castes and Scheduled Tribes community and to other North Eastern States which are very backward. Backward classes should be encouraged. Particularly the persons belonging to Maldives, Andaman and Nicobar Islands and Lakshadweep should be given the top priority.

SHRI C.P. RADHAKRISHNAN (Coimbatore) : Sir, Maldives is not a part of our country.

SHRI A.C. JOS (Mukundapuram) : Sir, I would like the Member to tell us if Lakshadweep is in India, or not ?

MR. CHAIRMAN : It seems he wanted to bring it into this somehow. What can I do ?

DR. T. SUBBARAMI REDDY : Sir, bringing in Maldives is wrong but Lakshadweep is mentioned correctly.

SHRI CHANDRASHEKHAR SAHU (Mahasamund) : Sir, Dr. Subbarami Reddy is very much interested in 'Akhand Bharat'.

DR. T. SUBBARAMI REDDY : I wanted to make the debate lively.

Sir, more encouragement should be given to this Institute so that pharmaceutical drugs become available in the country at low prices and newer drugs are developed indigenously. The objective of this Institute should be such that the people of India should feel happy and proud of the fact that under the dynamic leadership of the Minister, the Institute is doing wonderful service to the people of India, particularly in the fields of major diseases like cancer, AIDS and heart ailments.

It is a most welcome measure. This will encourage our domestic pharmaceutical industry and help evolve a pharmaceutical work culture which is in tune with the changing world trends and patterns of pharmaceutical education. This institute should develop a world level Centre

[Dr. T. Subbarami Reddy]

for Creation of new knowledge and transmission of existing information in pharmaceutical field. The institute should focus itself on national education, and professional and industrial commitments.

This is a welcome measure as it will be giving exposure to our scientists and industry at international level in the field of pharmaceutical drugs. Therefore, I support the Bill, even though I first disapproved of it.

MR. CHAIRMAN : Shri Girdhari Lal Bhargava !

It is most unlikely that he is not here. He is always present here otherwise. I do not know how he missed his chance today.

[Translation]

SHRI TAPAN SIKDAR (Dum Dum) Mr. Speaker, Sir, I support the National Institute of Pharmaceutical Education and Research Bill, which was earlier presented in 1997 and then again in 1998. I feel that such institutions should be set up, which can face the various challenges.

AN HON'BLE MEMBER : It should be set up in Dum Dum too.

SHRI TAPAN SIKDAR : I don't want that it should be set up in Dum Dum only, but I want that such institutions should be set up throughout the country. Like engineering, Computer and other institutions which are functioning in the country, likewise Pharmaceutical institutions will help us in saving foreign exchange like B.B.C. we would be able to educate more and more people in these institutions. The pharmaceutical institutions have not been developed on large scale like other institutions. I feel that these institutions should also be set up on large scale.

SHRI MOHAN SINGH (Deoria) : No one any objection in setting up an institution of national repute for getting M.B.B.S. degree and for getting higher education and conducting research in the area of Pharmaceutical. I would like to congratulate both the Governments, who have presented it and as well the Government who is taking initiative to pass it. But what is happening in such institutes which are being set up or set-up earlier. Earlier we have set up many institutes of national repute but these have become the commercial centres. This institution should not meet the same fate. Hence, there should be some provisions in this Bill to have a check on them. I think the manner in which this Bill is presented and the way it has its administrative set up and management it will be in the hands of bureaucrats and it will not have a democratic structure. We are setting-up a number of institutions of national repute and we are making their visitor the Hon'ble President.

The President has the responsibility to monitor the functioning of these institutions and such institutions are going out of his control. These days, the youth from Banaras Hindu University are here in this city. They met the Union Home Minister and the Union Minister of Education. A great institute which is a centre of education being run under the control of the Union Government, which is a unique institute of Asia and was set up by Malviya ji, has now turned into a commercial centre and the Parliament and the Government of India has turned a deaf ear towards this institute. The management structure proposed by you for this institute, may also be continued in the future for all other institutions then ultimately those would be turned into commercial shops and be out of our control. Therefore, their management system should be democratised.

All the members of Executive Committee and Management would be the ex-officio members working on any Government post and the president would appoint the chairperson of that institute. The Committee of the institute would be the final authority to its ordinance, its rules and to finalise the working of the institute and Parliament would be apprised of all these things. If there would be any financial anomaly, irregularity, corruption or any complaint, would be received about its functioning the President would be authorised to appoint a committee to inquire into it. Can't we provide such a mechanism which can avoid such situation. We should evolve a system through which Parliament may also be get appraised of C.A.G. report, every year. With these suggestions I support this Bill. I would like to caution the Government that if they want to achieve the goals of this institute, then they need to provide a proper mechanism. It should not be allowed to be a centre of loot or illegal activities. With these words of caution, I support the Bill.

[English]

DR. RAM CHANDRA DOME (Birbhum) : Mr. Chairman, Sir, I rise to support this Bill with some observations.

Sir, the National Institute of Pharmaceutical Education and Research Bill, 1998 is an important Bill. Earlier, our leader has said that this long-pending Bill has been awaiting approval of the House. The Ordinances were promulgated twice. This sort of precedents should not have been there. The main object of this Bill is to bring this Institute in the National arena and to make it an institute of national importance. It is a noble object.

In our country, this sector is basically neglected. Particularly, research and development is very much neglected. In the past, this sector was totally denied due privilege in the sphere of indigenous research. That is why, at the very beginning. I urge upon the Government that merely according a national importance to this Institute is

not enough. Research and development, with particular emphasis on indigenous research in this important pharmaceutical sector, should be evolved sincerely.

For the past few years, in our country, the R&D was neglected in every sector, particularly, the pharmaceutical sector. The present demand in this sector to manufacture quality drugs, life saving and essential drugs to cater to the needs of our Indian poor people has not been given due consideration. The Budget has already been presented but in that also, all these factors have not been given due consideration. Public sector is being given a go-by. That is why, I have serious doubts in mind about that.

SHRI V. SATHIAMOORTHY (Ramanathapuram) : Mr. Chairman Sir, in this microphone, there is some confusion. We always had translation in English and original speech in English in the third channel, but for quite some time it is getting disturbed and we do not get the same in the third channel.

MR. CHAIRMAN : This point has been noted. We will see it right.

DR. RAM CHANDRA DOME : My submission is that in this important pharmaceutical sector not only teaching, training and research but manufacturing should also be given due consideration.

The pioneer pharmaceutical companies in public sector, like IDPL, Bengal Chemicals, etc. have been ill for the last few decades. They are not being given due consideration. Modernisation is not there. Government has decided to close down IDPL, the pioneer pharmaceutical company in our country, which was giving the Indian poor people quality drugs and life saving drugs at economical prices. That was ensured in that company. But now that privilege or that right has been given a go-by. It is a serious situation.

Though, this issue is not related to this Bill, I must take this privilege to cite this problem in this august House that this issue of urgent national importance should be given due consideration in the future. Otherwise, pharmaceutical world in our country will be in jeopardy.

Sir, at present, many professional institutions are being handed over to the private sector. Privatisation and commercialisation of professional and technical education is going on. Medical, Engineering and Dental Colleges are being handed over to the private sector for commercial profits. My submission is, in future such type of technical and professional colleges should not be handed over to the private sector. It is not in the interest of people of our country.

Sir, with all these observations, I have some reservations also on this Bill. I must point them out. In this

Bill, in Chapter II titled 'The Institute' Clause 4 (3) states :

"The Institute shall consist of the Board of Governors having the following persons, namely :-"

Clause 4(3) talks about the provision of nomination. As per Clause 4(3) (j) and Clause 4(3)(k), the Visitor would nominate the following persons from non-governmental organisations like the President, Indian Drugs Manufacturers' Association as an *ex-officio* member; the President, Organisation of Pharmaceutical Producers of India as an *ex-officio* member. As per clause 4(3)(n), two pharmaceutical industrialists would be nominated by the Visitor out of a panel prepared by the Central Government.

All these are similar things. I do not know as to what is the logic of nominating the members from these people. What is the logic to nominate these people as members of the Institute, which is an academic institute and which is devoted to promote teaching, training and research. So, I must put my serious reservation on this issue and I cannot accept this clause. In spite of my dissent, if the Government intends to maintain this position, here is my alternative suggestion. If industrialists are nominated here, then why not trade union leaders also be nominated ? Trade Union leaders should be nominated. That provision should be there. That is why, I put my reservation in regard to this clause.

I appeal to the Hon. Minister to amend this clause and that would send a good message. Otherwise, we have to oppose this clause.

With these submissions, I welcome this Bill. I also thank the Hon. Minister for bringing forward this Bill in this august House.

[Translation]

DR. SHAKEEL AHMAD (Madhubani) : Mr. Chairman, Sir, I would like to thank Hon'ble Minister for bringing this National Institute of Pharmaceutical Education Bill. This is a good thing but the Hon'ble Minister has not done anything new. The Congress Government has also made efforts to bring forward this Bill. After that even National Front Government has also made efforts to bringing this Bill but they failed due to lack of time. You have now brought it for which you deserve congratulations. But problem is not solved just by enacting law. Its implementation is also essentially required. Pharmacists are equally important in the medical like doctors in the field of Medical Sciences. Mr. Chairman, Sir, most of the people in this August House might be knowing the story of invention of penicillin. One person had a wound in his leg. He was a poor man and could not afford the treatment. Still he spent a lot of money on his treatment, however the wound did not heal up. He was frequently passing through water logged in the way. Suddenly his

[Dr. Shakeel Ahmad]

wound healed up. When he went to the doctor, he enquired about the reasons. In this way that herb was discovered, which used to touch his legs while crossing through the water. Later on, it was identified as Penciline, which healed up his wound and it is an anti-biotic. In this way penciline was discovered. Therefore, good pharmasists are essentially required in the world of pharmacy. But the Bill brought by you, you have said in chapter 2 for the nomination of a chairperson, Mr. Chairman Sir, I would like to quote it here :-

[English]

"(a) a Chairperson, who shall be an eminent academician, scientist or technologist or professional, to be nominated by the Visitor."

[Translation]

An economist may be or a academician a man of a literature, a person of English literature can also be an academician but you can not appoint him. A director or chairperson of a pharmacéutical institution. You have to specify that a scientist or eminent academician would be the chairman of the institute.

My second suggestion is that the provision being made to nominate the persons of your own choice, I have objection to that but I have no objection about the Bill. My hon'ble colleague said that industrialist are also pharmasists. My question is that what their interest is in the institution? Their interest will be that they will get prepared the partial reports of the research conducted for the medicines, produced in their companies.

Therefore I and my party very seriously oppose it. The industrialists should not be nominated in educational institutions.

Third point is that today at most importance should be given to research. As research is being conducted even on minor ailments world over, we should also carry out research in the country. Even now we have not been able to identify the causes of ordinary diseases like blood pressure and the effective medicine meant for this disease. Therefore, I urge upon that the Institutions should pay more attention to research work. I am also to add one more important point. You will be surprised to know that more than 55 thousand small drug manufacturing companies in India manufacture spurious drugs. These companies use lapsed - dated medicines and play with the lives of people by selling sub-standard material. The owners of these companies supply sub-standard medicines as they get entry. In Hospital board or institution board by the help of politicians. Therefore an enquiry should be conducted in this regard and only standard pharmaceutical companies should be promoted. The fake companies engaged in

manufacturing sub-standard medicines should be strictly dealt with.

I would conclude by adding one more point. Qualification in pharmacy is mandatory for getting licence of the medicines. Often it is seen that a pharmacist run five shops in his name simultaneously by displaying photocopies of his Degree. It should not happen. I want that it should be checked. I thank the hon'ble Minister for bringing this Bill for which my party had made efforts but could not succeed due to the paucity of time. But I would like to add that improvement is required in it.

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Today I am not sitting there, I am sitting here.

MR. CHAIRMAN : I am aware of it.

SHRI GIRDHARI LAL BHARGAVA : I have been deprived of the right to move motion of disapproval.

MR. CHAIRMAN : Would you like to come to this side?

SHRI GIRDHARI LAL BHARGAVA : I rise to support this motion and it is my duty to support it.

[English]

"Clause 8 (2) (e) read with clause 26 of the Bill empowers the Board to frame the Statutes in respect of matters of formation of nation of teaching departments: ..."

[Translation]

A institution would be set up to deal with the matters relating to the appointments, pensions, insurance, provident fund and hostels for the teaching staff. This is the only point that has been stated. I support it and express my thanks to the Government that it has understood the need of study in pharmaceutical section and introduce this Bill in view of the paucity of medicines in the country. We hope that this autonomous to institution would work in this regard and efforts would be made to conduct research in all medicines and the people would be benefitted.

16.00 hrs.

I would also like to say that such autonomous institution should present its priorities before the country. It is also necessary to conduct systematic research on various kind or harmful medicines being sold in the country as these are often adulterated ones. People say that the adulteration takes place in every field except in the field of education. If someone becomes engineer, he/she can do bungling. After becoming a doctor, one can give injection filled with water so that the patient continue to come to him for the treatment, so, the adulteration takes place even in medicines. I would like to request that this institution should conduct research to check the adulteration in medicines and implement it firmly.

The Government should intimate about the harms caused by the adulterated medicines from time to time. Today, every thing including Neem is being patented. This institution should also help the Government in getting the patent of decade old non-earning areas in medical field.

Finally, I would like to request that everything about the institution should also be intimated to Lok Sabha and Lok Sabha can be informed only when the Members of Parliament are nominated in the board of the institution. It does not matter whether the number of these members is two or four, the point is that they should not be sick. My point is that 18 years old healthy person like me should be nominated in the board. . . (Interruptions)

SHRI ANAND MOHAN (Sheohar) : Mr. Chairman, Sir he says that he is 18 year old . If he is 18 year old, how he become an M.P.?

SHRI GIRDHARI LAL BHARGAVA : Alright, I am 25 year old. . . (Interruptions)

MR. CHAIRMAN : Please conclude.

SHRI GIRDHARI LAL BHARGAVA : I am concluding. Now-a-days, I speak very less. I have given up speaking much . . . . (Interruptions)

I would like to request that only a healthy person should be nominated the member of the board. A Member of Parliament should also be made the member of the board so that the Parliament may be intimated from time to time.

I would like to say it honestly that we have brought this Bill. But it is a different thing if its credit is given to Congress Party. Generally, the credit is given to the Government by which the bill is introduced. So, I support the bill. This institution should be formed and its recommendation with regard to the appointment, pension, provident fund and checking of the spurious medicine should be accepted.

I would like to make an appeal again that since this is matter relating to drugs, everyone should support the Bill.

[Translation]

SHRI CHADRASHEKHAR SAHU (Mahasamund) : Mr. Chairman, Sir today such a Bill is being discussed in the House which should have been passed much earlier. The ordinance issued on 5th May was necessary as the earlier ordinance issued in January is going to be lapsed. The ordinance was promulgated and today Hon'ble Minister has moved the Bill in the House for consideration and passing. Since this is an age of globalization today we must think in the context of globalization.

In this age of globalization medical services including treatment, medicines and hospital facilities have become all the more important for common people. Despite globalization, the medical facilities available in the United States are far more in comparison to that of India but these are quite expensive. It doesn't need to be told to the House. The initiatives taken by the Minister to set up a national institute in this regard and the Bill for the purpose introduced in the House. I would like to say that we must take care as to how we can educate the people at the grass root-level about pharmacy. It should also be ascertained as to what basic difference is envisaged in the autonomous status of this institution and the existing All India Technical Institute. Its sub section 10 of section 7 is very important. It has been clearly mentioned therein that the institution is duly bound to give full attention to the distribution of medicines keeping in view the social and economic scenario. In this regard I would like to invite the attention of the Hon'ble Minister to one of such institutes started by Shri Nanaji Deshmukh at Chitrakut in Satna district. He has developed a sort of bio-sphere having almost all the species of various rare medicinal plants. We should encourage such agricultural farming of medicinal plants and we should directly rope in N.G.Os engaged in this task by directly involving them.

I would like to submit the hon'ble Minister in this regard that these just can not be two opinions about the statement of objects and reasons. It is being incorporated as the 64th entry in the list I of the 7th schedule of the constitution and the Members sitting in the opposition are opposing this Bill. Even several of them have brought a statutory resolution disapproving the Bill. It was not-expected of the active Members like Shri Reddy Sahib to bring such a resolution as their own Government had moved the similar Bill earlier, which should have been passed by now.

Finally I would like to draw your attention to these areas where serious diseases are found and there is no cure for such diseases. For example, in the backward areas of Madhya Pradesh, a disease called 'Sikal' has spread which is absolutely incurable and lakhs of people are inflicted with this disease. The primitive tribals who are on the verge of extinction are being inflicted with this disease and there is no cure for it. There are several other diseases. I would like to say that with the development of medical science the diseases are also getting complicated. In view of all, some institute of national importance should be set up for such medicines and particularly for conducting research and development work. It is really very important. Therefore I as well as the Members of my party are associated with this Bill and want that this Bill be passed at the earliest. I on my behalf and on the behalf of all the people wholeheartedly support this Bill and would like that all the points raised here should be considered in a nationalised manner.

[Shri Chadrashekhhar Sahu]

I extend my sincere thanks to you for giving me the opportunity to speak.

PROF. JOGENDRA KAWADE (Chimur) : Hon'ble Chairman, Sir, the National Institute of Pharmaceutical Education and Research Bill brought before the House, is an important Bill from the national point of view. I rise to support this Bill. This institute is going to become a national level institute. This institute should have been set up much before for the development, education and research of pharmacy. It is always better to be late than never. We support this Bill. There are several pharmaceutical institutes engaged in the manufacturing of medicines, but a lot of spurious medicines are supplied in the market, proper treatment cannot be given to the patients in the hospitals. This at times leads to deaths of patients. This is more dangerous than even suicide. This is what happening in the pharmaceutical sector. It would be better if some provision is incorporated in this Bill so as to check all this.

Chairman Sir, through this Bill this Institute is going to become a national level institute. There are several diseases in our country which have no care. In European and Western countries extensive research work is being done on AIDS, Cancer and other serious diseases. This institute should also take up such work to do proud to India and serve the humanity.

So many institutes are set up but due to wasteful expenditure they lose their reputation. This institute should not turn out to be a white elephant like several others set up by Parliament. [English] If it becomes a white elephant, naturally, it will be most unfortunate for our country. [Translation] Therefore, it is my earnest request that, all efforts should be made to make it a reputed and effective institute. I also wish that this Institute should become an ideal institute in the Country and should also do proud to India in the field of pharmaceuticals. [English] Clause 4 (3) of the Bill says :

"The Institute shall consist of the Board of Governors having the following persons, namely :-

(a) a Chairperson, who shall be an eminent academician, scientist or technologist or professional, to be nominated by the Visitor."

[Translation]

Hon'ble Chairman Sir, I would request you that the chairperson of this institute should be an expert of pharmaceutical field because such a person only can do justice to this institute but experience goes that persons without knowledge and experience of relevant field are appointed the chairpersons of such institutes. But the chairman of this pharmaceutical should be an expert of his field. This is my humble suggestion.

Sir, the second provision in this Bill, states :

[English]

Clause 4 (3) (m) says :

"three eminent public persons or social workers one of whom shall be either from the Scheduled Castes or the Scheduled Tribes to be nominated by the Visitor out of a panel prepared by the Central Government;"

[Translation]

Sir, I would like to make one suggestion here.

[English]

Instead of either from the Scheduled Castes or the Scheduled Tribes, one eminent person from the Scheduled Castes, one eminent person from the Scheduled Tribes and one eminent person from Other Backward Classes should be included in the Board of Governors. Then, one expert woman candidate may also be included in the Board of Governors. This is my suggestion.

[Translation]

Sir, one thing which I want to say is that there should be one representative each from Scheduled Castes, Scheduled Tribes and O.B.Cs. in it.

[English]

Sir, I do not want to take much of the valuable time of the House. Then Clause 4(3) (O) says :

"three Members of Parliament, two from Lok Sabha to be nominated by the Speaker of Lok Sabha and one from Rajya Sabha to be nominated by the Chairman of Rajya Sabha."

[Translation]

Sir, My suggestion is that four members should be nominated from Lok Sabha instead of two. Two members should be nominated each from Ruling Party and the opposition . . . (Interruptions) While nominating the M.P. reserve quota of Scheduled Castes and Scheduled Tribes should essentially be kept in mind. . . . (Interruptions)

Sir, whether it is the Senate or Board of Governors or individual committees of this National Institute of Pharmaceutical Education and Research Scheduled Castes, Scheduled Tribes, O.B.Cs. and women should be given representation therein. This National Institute should also have control over the pharmaceutical departments in various universities. This is a very lengthy process. As has been said by our friend Shri Sahu ji, our tribals of Madhya Pradesh, Scheduled Castes people and the people in South Africa and South America suffer from sickle-anemia. It is for this reason that the World Health Organisation has initiated discussion on it, issued

amendments thereto and Maharashtra also form part of that I would like to say that this institution may not prove to be white elephant instead of it, it may prove useful and enhance the pride and repute of the country. With these words, I conclude.

SHRI SHAILENDRA KUMAR (Chail) : Mr. Chairman, Sir, I am grateful to you for the opportunity you have given to me to speak on National Institute of Pharmaceutical Education and Research Bill, 1998. The Bill which has been introduced by Shri Barnala, is being given National importance. This is a good thing that we are taking initiative to open it. Now, I want that this institute should be a major institute where all the patent-medicines be made available at cheaper rates and we can compete with other medicines by other companies. You have opened such an institute in Ropar in Punjab. There are a lot of medical colleges here and you better know the condition of all medical research institutes? Our hon'ble Member was just telling about the management there. The condition of all of the research institutions are pathetic.

16.22 hrs.

[English]

[SHRI V. SATHIAMOORTHY *in the Chair*]

[Translation]

I want that the condition of the existing institutes should also be improved. I would like to request the Hon'ble Minister through you regarding the permission you have sought to open this institute that it should be opened at state, level and all other major institutes should also be established in big towns so that cheaper as well as patented-medicines be made available to us.

The unemployed youth would also get job-opportunities. In this regard, I would like to say one more thing that those private bogus institutes which award Doctors' degrees to Youth are creating quacks who have little knowledge. Poor people are the most affected with these spurious medicines and sometimes it cost their lives. We should keep a check on such quacks.

Mr. Chairman, Sir, funds to the tune of lakhs and crores were provided by our State Governments to open the private institutes. But those institutes remained functional for short time and after that they were closed down. This type of wastage of money by the State Government should also be stopped and that money should be spent for reputed research institutes so that people belonging to all sections may be benefitted.

There are a number of diseases for which medicines are imported and these are costly medicines also. Therefore, such institutes should be opened where research work for these medicines could be conducted and

we get them at cheaper prices. Substitute for restricted medicines should also be invented in these institutes and make available to the people at cheaper rates. If we set-up such institutes, we would be able to create the good scientists in our country. In addition to that, the administrative set up and management of such institutes, we want to open should also be good.

Most of our rural folk are poor and exploited and they face this problem relating to medicines, whether it is the problem of AIDS, Cancer, transplanting of Kidney or heart ailment. There are few rich people in the society. Who get themselves treated in All India Institute of Medical Sciences or afford to go to Mumbai or Madras for treatment. But the Common man does not even afford to purchase medicines if he suffers from any disease. No institute or college are located in their vicinity where they can get this facility. The Institute which you are going to set-up, should be meant for the poor and medicines should be made available there at cheaper rates. Qualified Scientists should be posted therein.

With these words I conclude my speech and support the Bill for setting up this institute.

SHRI SIS RAM OLA (Jhunjhunu) : Mr. Chairman, Sir, I am thankful to hon'ble Minister for presenting this Bill.

This Bill was pending since long. During the last session I suggested you to bring such a Bill. I am happy to note that this Bill has been brought by you. The nation was in a dire need for such an institute because there is shortage of trained personnel in this country. This institute would give the trained persons to the nation and ultimately nation would be benefitted therefrom. This institute should have started functioning long back. The hon'ble Members have expressed their apprehensions as to what would be the fate of this institute; it would prove a white elephant? The experienced experts and intelligent persons were consulted before initiation of the Bill relates to this institutes. How the country would make progress if we start expressing apprehensions before House? There is not a single institution. Bill was lying pending. Today, it is going to be passed. Unfortunately we could not pass it earlier. This Bill was brought by the National Front Government. Credit for bringing this Bill solely does not go to you. The time which has been taken in bringing this bill, is not a good thing. Still, I am very happy that it is going to be passed today. This should be passed without any delay.

SARDAR SURJIT SINGH BARNALA : Mr. Chairman, Sir, I extend my thanks to all those hon. Members who have supported this Bill. The objection on it is merely that it has been delayed as Shri Basudeb Acharya ji has said in the beginning. Ola ji and other hon. Members have also said that this Bill has been delayed.

[Sardar Surjit Singh Barnala]

Some ordinances had to be brought earlier and the Bill has been introduced at this juncture. It is a good and non controversial Bill. Therefore, everyone tried to take it's credit. The Congress said that they had prepared it. We accept it. They said that they prepared it while the hon. Members of the treasury benches claim that they have brought it so they should get the credit. It is not the issue of credit. It is not going to do any benefit to anyone. If there is any benefit then it would be to the entire nation. There is no credit in saying that we have prepared it. But it is a good Bill, which has been introduced in the House and a little discussion has been held on it. All the hon. Members have welcomed it.

Something has been mentioned about this Bill. Subbarami Reddy ji is not present here. He has said that some more centres of it should be set up. There is such a provision in it

[English]

The name of this Bill is NIPER - "The National Institute of Pharmaceutical Education and Research." The main objectives are : toning up the level of pharmaceutical education and research by training the future teachers, research scientists and managers for the industry and profession in the campus; to conduct continuing education programmes; creation of national centres to cater to the needs of pharmaceutical industry and other research and teaching institutions :

[Translation]

Therefore, such centres would be shifted to other places. There is such a provision in it.

Next, collaborations with the Indian Industry to help it meet the global challenges: national, international collaborative, research curriculum and media development; study of sociological aspects of drug use and abuse and rural pharmacy etc.

[Translation]

Rural pharmacy has also been mentioned which would cover up all sorts of medicines.

[English]

The final objectives is: running programmes and drug, surveillance, community pharmacy and pharmaceutical management.

[Translation]

All the aspect come into it and this institute has started merely for the last few years. The construction work is almost over and the classes have also started. Phd. programmes have started and the Master's. Degree

programme would also commence from July 1998. There would be 10 teaching and research departments in it out of which the work on 6 have already started. The report is that a very good work is going on. I have not got the opportunity to visit that as yet, though it is in our area. I will go there after being free from here and attention would be paid towards it and efforts would be made to do the needful.

If there were objections at all it were regarding the board of governors. Someone said that it should be more democratic. It was examined seriously. When it reached to the Standing Committee there was no provision of the hon. Members of Parliament in it. The Standing Committee recommended that two hon. Members from Lok Sabha and one hon. Member from the Rajya Sabha should be inducted in it. That was adopted by the Government and that has become a part of the Bill.

[English]

Now, we have mentioned that there will be three Members of Parliament - two from the Lok Sabha to be nominated by the Speaker of Lok Sabha and one from the Rajya Sabha to be nominated by the Chairman of Rajya Sabha.

[Translation]

Someone has objected.

[English]

The Director of either the All-India Institute of Medical Sciences, New Delhi or the Post-Graduate Institute of Medical Education and Research, Chandigarh to be nominated by rotation by the Ministry of Health and Family Welfare of the Government of India.

[Translation]

It is very good.

[English]

These are the top Institutions in the country. By rotation, one of these members is to be taken: The President of Indian Drug Manufacturers' Association, *ex officio*; The President, Organisation of Pharmaceutical Producers of India, *ex officio*.

[Translation]

Some objections were raised about it also, that it should not be included. They represent, it has not been done in the name of a particular person. Anyone can be its president. Indian Drug Manufacture Association is a big association. Many drug manufacturing industries come into it. Likewise organisation pharmaceutical produce of India also includes a number of persons therefore, pharmaceutical

institute is being set up. If such persons are included in it, it would not be wrong but it would be something good. It has been examined by the Standing Committee very carefully and later on also it was re-examined. An objection was raised about the chairperson in it that the chairperson should not be such. It has been written in the clause of the Chairperson.

[English]

Clause 4, sub-clause 3(a) says :

"A Chairperson, who shall be an eminent academican, scientist" or technologist or professional, to be nominated by the Visitor.

The Visitor is the President of India.

[Translation]

All sorts of persons can come into it and there is no such probability in it. The hon. President should be given the descretion. He would do that. Therefore, I think that it was decided after a lot of thinking. Even after that something was said which would be effective on the entire nation. As I have said earlier that at first some of its' centres would be set up. Once these are set up, I hope that they would run. I hope and the people also want that it would run smoothly. Once it runs properly, its centres would be set up. I think that after some time the demand to set up its centres in each state and at each important place would come up so that its findings could be spread and it can be within the reach of the people. I think that all these things have been taken into consideration in this Bill. All the provisions have been taken into consideration while preparing the Bill and there is not much opposition of it also. . . . (Interruptions)

DR. SHAKEEL AHMED : Mr. Chairman, Sir, everyone has supported this Bill. None has spoken against it. But the hon. Members have raised objections in regard to the nomination of industrialists in it, that if there is industrialists in the Board he would get his medicines sold. We have objection if a scholar of English or a Scholar of Hindi or Economics is made its chairman. Otherwise everyone has welcomed this Bill. . . . (Interruptions)

[English]

MR. CHAIRMAN : Dr. Shakeel Ahmad, you have already spoken on this. You please hear the reply.

[Translation]

SARDAR SURJIT SINGH BARNALA : Your suggestions would be taken into consideration. There should not be the misuse as you have mentioned right now that a person from the field of Hindi would be made the chairman but we would not make him the chairperson. It would not be

and it should not be. A person who is associated with it and who can manage the institute properly is required. When this work is being handed over to the Visitor, the hon. President of India is being given the chance, he would select the chairperson. He would select out of the names recommended to him. Therefore I would like to urge upon all of you that keeping in view that everyone has welcomed this Bill, It should be passed.

[English]

I move that the Bill be passed.

[Translation]

SHRI BASUDEV ACHARYA : Mr. Chairman, Sir an important point has not been discussed. In this present condition of our country the multinationals are invading us and how we are going to face it. There are the public and private sector indeginious pharmaceutical industries to face it. How would we assist those? There is no programme in the Bill in this regard. It should also be mentioned. It has not get been mentioned. My submission is that it is the biggest problem before us today that our public sector pharmaceutical industries are going sick. They are becoming sick due to the multinationals. Therefore, we would have to face those. For it, how we would provide assistance to the indeginious pharmaceutical industries.

We will have to keep this thing in mind as well. We had moved the resolution, keeping this in view and we would make this resolution . . . (Interruptions) the Minister has not requested. If he gives assurance in regard to issues raised by us, we would keep it in view.

[English]

SARDAR SURJIT SINGH BARNALA : Mr. Chairman, Sir, it is already mentioned in clause 7, sub-clause (x) of the Bill that to develop a world level centre for creation of new knowledge and transmission of existing information in pharmaceutical areas, with focus on national, educational, professional and industrial commitment.

He has also mentioned that because of multinationals coming in, because of foreign companies coming in, there is a challenge to the Indian industries. So, we will keep this in mind and this institute will be doing a yeoman's service in that directin to prepare our industries, to meet the challenges that we are facing from outside.

I hope so. And we will keep all these things in mind.

SHRI BASU DEB ACHARIA : Thank you. So, I withdraw my Resolution.

DR. RAM CHANDRA DOME : Sir, I want only one clarification. . . (Interruptions)

MR. CHAIRMAN : Is it the pleasure of the House that the Resolution moved by Shri Basu Deb Acharia be withdrawn.

*The Resolution was, by leave, withdrawn*

MR. CHAIRMAN : I shall now put the motion moved by Sardar Surjit Singh Barnala to the vote of the House.

The question is:

"That the Bill to declare the institution known as the National Institute of Pharmaceutical Education and Research to be an institution of national importance and to provide for its incorporation and matters connected therewith, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: The House will now take up clause-by-clause consideration of the Bill. There are no amendments. So, I shall now put clause 2 to 37 to the vote of the House.

The question is:

"That clause 2 to 37 stand part of the Bill."

*The motion was adopted.*

Clause 2 to 37 were added to the Bill.

MR. CHAIRMAN : The question is:

"That clause 1, the Enacting Formula and the long title stand part of the Bill."

*The motion was adopted.*

*Clause 1, the Enacting Formula and the long title were added to the Bill.*

SARDAR SURJIT SINGH BARNALA : I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

16.45 hrs.

MOTION RE: CONSIDERATION OF STATUS PAPER ON RAILWAYS, RAILWAY BUDGET, 1998-99 GENERAL DISCUSSION

AND

DEMANDS FOR EXCESS GRANTS  
1995-96 - (RAILWAYS)\*

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR):  
I beg to move:

\*Moved with the Recommendation of the President.

"That the Status Paper on Railways: Some issues and options laid on the Table of the House, be taken into consideration."

MR. CHAIRMAN: Does the Minister want to make a preliminary speech?

SHRI NITISH KUMAR: I have already spoken.

MR. CHAIRMAN: Motions moved:

"That the Status Paper on Railways: some issues and options laid on the Table of the House, be taken into consideration."

"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 the 31st day of March, 1996 in respect of the heads of Demands entered in the second column thereof against Demands Nos. 8, 12, 13 and 14."

*Demands for Excess Grants (Railways) for 1995-96  
submitted to the Vote of the Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand submitted to the vote of the House Rs.
8.	Operating Expenses-Rolling Stock & Equipment	7,77,16,373
12.	Miscellaneous Working Expenses	4,96,23,241
13.	Provident Fund, Pension and Other Retirement Benefits	37,90,57,456
14.	Appropriation to Funds	552,63,28,939
Total :		603, 27,26,009

SHRI P. UPENDRA (Vijayawada) : Mr. Chairman Sir, I am happy to participate in the debate on the Railway Budget for 1998-99. Having spent almost a quarter century in the Railways and having been associated with the Railway Committee for long, I can say it is a privilege to say a few words on this Budget and I am grateful to my party for giving me this opportunity to initiate the debate on the Railway Budget.

Shri Nitish Kumar has been a good friend of mine. We had been together on the Railway Convention Committee for long. I presume that he has learnt so many things about the Railways even before he became the Minister and also after he became the Minister. I expected a better Budget from him. To sum up, this is a Budget without a direction, what we call a pedestrian Budget. It

is a futile exercise in figures and platitudes. There are no policy formulations, no look into the future. Nor does it have any long-term view of the Railways.

In the Railways there is a freak accident sometimes, what is called "train parting". It so happens that the couplings are broken, the engine goes somewhere, the brakevan is left behind and the wagons or coaches stride in the middle. That is called a train parting. This Budget also is like that and I do not want to hurt the Minister by saying that the Budget is without a head or a tail.

Every Budget has a thrust and a theme. It is not mere playing with the figures. But I do not know what the Minister will claim as the thrust of his Budget. It skips some basic problems that are being faced by the Railways and highlights many trivialities. I am not against the concessions that he has announced. Trivialities like medical facilities for the shoe-shine boys on the platforms or a five per cent more concession to senior citizens or a tourist train with a vintage engine, Fairy Queen may be are all novelties, may be they will benefit certain sections of the people. But is it all a Budget should contain, paragraphs and paragraphs on all these things?

Of course, as in every other Budget, the hon. Minister has listed out a number of surveys. There is a parlance in the Railways. When many hon. Members of Parliament go and pester the Minister for new lines, if there is a well and if it concerns the Minister's own area, it is said, where there is a will, there is a Railway and where there is no will, there is a survey'. Thus, surveys are ordered. The surveys will go on for two or three gears and by that time the concerned hon. Member will forget it or he would not be there. Again, another hon. Member may raise the same issue. Then, he will be told, 'It is an outdated survey; order a re-appraisal of the survey'. This has been going on hoodwinking hon. Members, hoodwinking Parliament and hoodwinking the public.

There is the usual extension of a train here, introduction of a train there, granting a halt here and a halt there. These just meet certain demands of hon. Members and the public. A Budget should have a long-term view about the Railways' responsibilities in the years to come. This is not a real Railway Budget as this has not done that.

The hon'ble Minister has increased passenger fares. The same argument which every Minister of Railways advances has been given: 'It does not throw any burden on the common man, short-distance passengers are excluded. We have burdened only the long-distance passengers and the upperclass passengers. Today, even long-distance passengers are middle-class people who have to bear this burden. Any addition in the fare is a

burden. The people who travel long-distance by upper-class are not necessarily rich people. Very rich people travel by air. Those who travel on business or on other people's expense also travel by air. Those who pay from their pockets generally travel by train. Therefore, this is an additional burden. Even here, there is no policy.

I can understand increase in fares if it is justified by saying, 'We have to meet certain costs; the cost of travel and the input costs have increased and therefore we are forced to raise these resources'. This also is not there. This Rs. 450 crore is being raised just to fill up the gap in the internal resource mobilisation. As the Planning Commission has said that the Railways have to meet Rs. 450 crore more from internal resources, they have raised the fares. Is this the rationale for a Budget? It does not sound rational at all. What would have happened if the retirement age was not increased to 60 years. They would have had to provide Rs. 4,000 crore to the Pension Fund instead of Rs. 2218 crore. Would they have increased the fares then to bridge the gap? This completely is an *ad hoc* approach to budgeting. I am very sorry that this Budget lacks thrust. The hon. Minister has completely skipped the main problems facing the Railways. There is no mentioned about them.

Of course, there is the paper that they have circulated and which we have been asked to discuss: 'Status Paper on Indian Railways: some issues and options'. I must complement the hon. Minister for this booklet. It is really a well-drafted self-analysis of the Railways and for the first time there are no excuses. This booklet identifies the real problems. It is like a doctor's report on the Railways with all the X-rays, blood test reports, etc. It also gives the diagnosis and prescribes remedies. But there is no mention in the hon. Minister's speech on what he is going to do about the remedies suggested in this paper. He should have touched upon at least some of the main issues concerning the Railways which are mentioned in his own document.

One of the main issues is balancing the public utility role of the Railways with that of the commercial functions, a long-debated subject. Then, the second is the mismatch between the economic growth and the rail-infrastructure development.

Thirdly, no compensation is given for the Railways for the social obligations which they are bearing. Then, there is a growing competition with the roadways. The share of the Railways in the traffic is declining. Most of the traffic is going to the roadways. It does not speak of the growing expectations of the rail users for better service in the face of resource crunch. Fares are being raised, but where is the commensurate increase in the facilities for the passengers?

[Shri P. Upendra]

Modernisation and renewals are being neglected. In my view, these are the few main issues which are playing the Railways for which there are no answers in the Budget. He has not even indicated as to what his approach would be or as to what he proposes to do in this respect. There are no answers for these questions. He has only tinkered with fares and parcel rates and has provided a few sops here and there.

Earlier, Ministers used to have a plan and an aim. For example, Shri Jaffer Sharief, had an aim of gauge conversion. He had a plan to convert all the meter gauge lines into broad gauge lines. Many of us differed with that policy, but he had a policy. He pursued it and completed a number of them. Then, Shri Ram Vilas Paswan had a fad for new zones and new divisions. I do not want to comment on that. But he too had a policy and aim.

Now, the hon. Minister has not mentioned anything about any of these two schemes which his predecessors pursued. For gauge conversion, last year Rs. 1100 crore was provided, whereas this year the hon. Minister has scaled it down to Rs. 803 crore. That means he does not give any importance to the gauge conversion scheme which one of his predecessors pursued. Likewise, there is no mention about the new zones. I am not in favour of creating new zones. So, to that extent, I am personally happy. But he has conveniently omitted it. He did not mention whether he would pursue it or not. Does he want to leave it to our imagination?

I would like to draw your attention to balancing public utility role with the commercial functions. Ministry of Railways repeatedly say, 'We are not allowed to function as a commercial organisation'. They cannot do that. There is no point in repeatedly bringing this to the notice of Parliament and public. Railways are also a public utility concern. They have social obligations. They are getting a number of concessions from the public exchequer, like land etc. They cannot say that they are not given the freedom to decide the fare as they like. They have to continue to play the role of a public utility concern. Of course they have a case. They have to bear Rs. 1800 crore as social obligation towards passenger traffic, suburban traffic, uneconomic lines and carrying commodities at concessional rates. In some of the foreign countries, like Swiss Federal Railways French National Railways and German Railways, Railways get compensation. They get compensation to the extent of 30-35 per cent for the social obligation which they bear. On the point that the Railways should be compensated to a certain extent for the social obligation which they bear, we would like to back the Railways. The entire burden cannot be left to the Railways and say, 'Balance your Budget without raising fares and freight rates.

Sixty per cent of the Railways' traffic is suburban. Now, we are encouraging satellite towns. We are asking the people not to add to the congestion in metropolitan and big cities. We are encouraging the people to live in suburbs. So, when it comes to the suburban traffic, you cannot leave it to the Railways to bear the burden. It is the joint responsibility of the Railways, the State Governments and the industries located in that area. It is because they are also benefited.

17.00 hrs.

If people have to stay in the metropolitan cities; they have to pay higher house rents, etc. Otherwise, they will be in trouble. So, the local municipal bodies, the road transport corporations, etc., will have to jointly bear this responsibility. In fact, there was a suggestion that there should be a corpus fund for the suburban travel from which these concessions and subsidies can be given to the suburban passengers. To that extent, a new thinking has to be given as far as suburban travel is concerned. In fact, there can be a separate corporation for this and it need not be merged with the railway services.

The second question is about competition with the roadways. It is a very serious problem. Railways are just patting their back, saying that they had moved 25 million tonnes more than last year and that they are going to move so much more in future. But what is the real position? India was a rail-dominated economy in the 1950s; but today it has become, a road-dominated economy. Railways are not able to handle that much traffic which they are supposed to handle. For example, in 1950-51, they were carrying 89 per cent of the freight traffic and the roadways were carrying only 11 per cent. But today, the railways take only 40 per cent of it and 60 per cent goes to the roadways. Similarly, the railways used to carry 80 per cent of the passenger traffic in 1950-51 and only 20 per cent was carried by the roadways. Today the position is the reverse, that is the railways carry only 20 per cent and the roadways carry 80 per cent.

The National Transport Policy Committee, 1986 had determined some intra-modal mix in respect of traffic to be handled by the railways and the roadways. They had suggested certain parameters about traffic. They said that short distance traffic both passenger and freight- should be left to the roadways so that they are developed and the railways should not bother about short distance traffic. But what is happening?

Today, the railways are giving concessions for short distance travel. Is it in consonance with the recommendations of the Transport Policy Committee? On the one side, they say that short distance travel should be discouraged and the railways should speed the short distance traffic which

should be left to the roadways and, on the other side, they are giving concessions only to short distance traffic, thereby asking the passengers to travel more and more on the railways. This is quite contrary to the recommendations made by that Committee.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): What do you want to say?

SHRI P. UPENDRA : I will come to that. Now, I am only analysing the problems.

The railways are six times energy efficient than that of the roadways and the rail construction cost is also six times lower than that of the road traffic. Therefore, if the freight traffic is reversed as 60 : 40, then savings on diesel alone will be worth about Rs. 5,300 crore. That much diesel can be saved if this traffic is again brought back to the railways. Therefore, a new Transport Policy Committee has to be appointed to review the whole transport structure in this country today and to see what is happening in the railways, roadways and in the ports, etc. Another study is required for this purpose and a new committee has to be appointed.

The third point which I have mentioned is the mismatch between traffic and development. That is hurting the railways and the economy also. For example, in 1950-51, the railways moved about 56,176 million passengers and it has increased to about 2,65,000 million passengers in 1996-97 which is five times more than what it was during 1950-51. Similarly, during 1950-51, the freight traffic was about 37,565 million tonnes and it has now gone up to 2,77,567 million tonnes which is seven times more than what it was.

By the end of the Ninth Plan, it is going to increase further. The passenger traffic is going to increase up to 399.4 billion by the end of the Ninth Plan and the freight traffic is going to increase to nearly 523 million tonnes. How will the railways handle this ?

Is our expansion commensurate with growth and traffic ? No. If you take the route kilometres in 1950-51, that is, the First Plan, you had 53,596 route kilometres in 46 years, you have increased it to 62,729 kilometres. It is just an addition of 9133 kilometres since the First Plan. It is less than 200 route kilometres per year, whereas your passenger traffic has increased five times and freight traffic has increased seven times but the route kilometres have increased just by seventeen percent. You cannot carry on like this.

What about the position of coaches ? You had 13,109 coaches at that time. You have 30,000 coaches now. Today,

according to your own estimation, you are short of 2728 B.G. Coaches. You do not have enough coaches and you are running the old and dilapidated coaches without replacement they are in a bad condition and worse is the case about wagons. You are short of coaches and wagons. In 1950-51, you had two lakh wagons. It is now 2,72,000 in terms of units. It is less than what was there in 1960-61. They had over three lakh wagons there and it had come down again. But the traffic is increasing by leaps and bounds. Your infrastructure is not developing and your rolling stock is not increasing but your traffic is increasing. Till 1996-97 only 54,000 kilometres of new line was opened and the conversion was done only on 1364 kilometres. This is the rate of expansion. How can you meet your target by the end of the Ninth Plan ? What is happening really? It means, till recently, they were justifying by telling, "Oh! we have achieved wonderful productivity. With the existing assets, we are moving so much. That shows the capacity of the Railways to absorb all these things. We are so resilient and we are so strong that we can carry with these things." We were repeatedly telling that you were flogging the system. It was not higher productivity but just flogging.

I am happy that for the first time, in the Status paper, you have admitted that you are over-stretching the system, particularly the high density routes. You have admitted that 12,000 kilometres of route is already oversaturated. You have admitted it for the first time. Till last year, you were telling that it shows higher productivity and that without much expansion, you were carrying five times passenger traffic and seven times freight traffic, But you no longer call it like that.

There are many other unsatisfactory features in the system today which makes us sad. It is not a criticism of this Government or any other Government but I am referring to the status of the Railways as they are. It may be an accumulation over the years. But still you have to take note of it if you want to make the Railways serve the country better. What is happening today ? Only 21 per cent of the track is electrified. On the one side you are telling that we have to save diesel you are doing away with steam traction and on the other hand, Electrification does not match with the growing traffic. . . (Interruptions). . . Now , you are not completing the gauge conversion also. The worse is the wagon turn around, that is, the time or the days which one wagon takes to go and come back. That time is static over the last fifty years. It is around eleven days. It is not improving.

The operating ratio, that is, the percentage of expenditure to the earnings is increasing. In 1995-96, it was 82.45 per cent. It increased to 86.22 per cent in 1996-97. That means, your expenditure is increasing and your costs are also increasing. That is also a cause for worry.

[Shri P. Upendra]

On the whole, it shows that the health of the Railways is not satisfactory and this causes for worry.

What about your finances ?

You talk about cross subsidisation. A sum of Rs. 2,000 crore is going for cross subsidisation from freight traffic to passenger traffic. You say that the help from the General Revenues is very low. It is a fact. Here, the Parliament should back the Railways in this demand. In the Fifth Plan, when the General Revenues were giving assistance to the Railways to the extent of 75 per cent of their Plan, it has come down to around 23 per cent today.

In the annual Plan for 1998-99, that is, this year, Rs.9,500 crore are meant for the Railways. But the budgetary support is nearly Rs. 2,200 crore. I fully support the demand of the Railways that the Planning Commission should be more liberal in giving assistance to the Railways.

Because this Plan assistance is so low, their allocations are also low. In the new Budget for the new lines, they have given only Rs.496 crore. For conversions, it is Rs. 803 crore and for doubling, it is only Rs. 53 crore. Electrification is very important. You have given only Rs.34 crore. Last year, it was Rs. 350 crore. You have given less than what it was for the last year. All this shows that your allocations are coming down. You are not allocating enough money. Your staff costs are going up. Fifty per cent of your revenue is going into the staff cost. With this type of investment, when will you complete the ongoing work.

17.11 hrs.

[Ms. SPEAKER in the chair]

Your ongoing projects really need Rs. 35,000 crore to be completed. The way you are allotting these things, how long will the new lines take to be completed ? When will these conversions be completed. ? How long this doubling would take to be completed ? Therefore, it is not correct. There is no plan How will you do it ?

You prepared a corporate plan in 1985. That took us up to 2000. Nobody talks about it now. What has happened to that? What has happened to that 15-year plan? Is anybody looking at it ? What was the target fixed in that ? Nobody is bothering about the corporate plan.

SHRI ANIL BASU: Sir, why is the Minister of Railways not there ?

MR. SPEAKER : The Minister of State is there.

SHRI ANIL BASU: It is a very bad precedent, For the first time, he has presented the Railway Budget to this august House. . . (Interruptions) Where is the Minister of Railways?. . . (Interruptions) Sir, he has left the House

without informing You. . . (Interruptions)

SHRI RAM NAIK : He is a senior Member . . . (Interruptions)

MR. SPEAKER : He has gone out for an urgent work. He will come back very soon. The Minister of State is present here. It does not matter. Shri Upendra, you can proceed.

SHRI ANIL BASU : Sir, when Shri Ram Naik was on this side, he raised the same thing on the floor of this House.

SHRI RAM NAIK : He does not understand it . . . (Interruptions) Let me complete.

MR. SPEAKER : The Minister of Railways has gone to the Rajya Sabha. He will come back. . . (Interruptions)

MR. SPEAKER : Due to urgency, he is in the Rajya Sabha. He will come back very soon. It does not matter. Now, Shri Upendra can proceed.

SHRI RAM NAIK : Let me explain. I am here as a Minister of State. I had not raised such issues. What I must tell the House is that Shri Nitish Kumar has to reply to the debate on the Railway Budget there. . . (Interruptions) The debate on the Railway Budget is concluding there.

SHRI ANIL BASU : He could say that he was leaving because he had other business.

SHRI RAM NAIK : He has informed the Speaker. He is not expected to inform you.

SHRI ANIL BASU : The house should be informed.

SHRI RAM NAIK : He has informed the Speaker. . . (Interruptions) This simple courtesy should be known to him . . . (interruptions)

SHRI ANIL BASU : Shri Ram Naik, when you were on this side, you had raised the same point.

SHRI RAM NAIK : I never raised an issue which could have failed. . . . (Interruptions)

MR. SPEAKER : Shri Chacko, please sit down.

SHRI P.C. CHACKO (Idukki) : Shri Ram Naik, we are prepared to accommodate, Do not try to justify it.

SHRI RAM NAIK : No, no.

SHRI P.C. CHACKO : You had been doing it while sitting in the Opposition.

SHRI RAM NAIK : I never did it like that.

SHRI P.C. CHACKO : The Minister should be present here. . . (Interruptions) If the Minister is going, he should tell the house. We are prepared to accommodate. Shri Ram Naik should not justify it like this . . . (interruptions)

MR. SPEAKER : Please sit down.

SHRI P.C. CHACKO : Sir, it is not correct, Shri Ram Naik is not expected to behave like this . . . (Interruptions)

MR. SPEAKER : No, Please.

(Interruptions)

SHRI RAM NAIK : Sir, I have the right to give a personal explanation. . . (Interruptions)

SHRI ANIL BASU : Sir, why is this competition ? There are so many heterogenous groups in the House. . . (Interruptions)

SHRI RAM NAIK : Sir, the hon. Member should know that the house of Elders is debating the Railways Budget. That debate has come to the conclusion. He has to reply to the debate there and that is why I am here. . . . (Interruptions)

MR. SPEAKER : No, no, Please.

SHRI P.C. CHACKO : Sir, this is very unfair. Shri Ram Naikji cannot say like this . . . . (Interruptions)

SHRI P. UPENDRA : Sir, I was once a Parliamentay Affairs Minister and thus I know the compulsion of the Ministers. . . (Interruptions)

SHRI P.C. CHACKO : Shri Ram Naik, Please do not take this position. . . (Interruptions)

SHRI A.C. JOS: Shri Ram Naik is a very responsible Minister. He will . . . (Interruptions)

MR. SPEAKER: Shri Jos, Please.

SHRI P. UPENDRA : Sir, any how, much of what I was telling, might have been going over his head. Therefore, I do not blame him. So, it does not matter whether he is here or not. . . (Interruptions)

SHRI RAM NAIK: Sir, it is an accusation. . . (Interruptions) Shri Upendra, would you yield for a minute ?

Sir, the hon. Member said that whatever he is speaking is going over my head. . . (Interruptions)

SHRI P. UPENDRA : I said, 'perhaps'.

SHRI RAM NAIK : 'Perhaps' ? That means, you are not sure. . . (Interruptions) Please have some propriety. . . (Interruptions)

SHRI P. UPENDRA : It is subject to judgment.

SHRI RAM NAIK : This is the judgment you are having . . . (Interruptions)

MR. SPEAKER : Please do not disturb.

(Interruptions)

SHRI P. UPENDRA : Sir, I was submitting that the suggestion for infrastructural development fund is worth

accepting and it is high time that the Railways do something about it and also they have to go in for judicious deployment of the available resources. There is no point in crying about the facts tht the general revenue is not backing the Railways; the Planning Comission is not giving the required sums of money; the Railways are not being allowed to function as a commercial organisation etc. There is no point arguing all these. These are oft-repeated arguments. May be, there are some strength in those arguments but we cannot do anything about it.

Are the Railways deploying the available resources judiciously ? What about the wastages ? What about the pilferage that takes place in the Railways ? What about the thefts in the Railways ? And, what about the corruption in the Railways ? How much is the wastage in the Railways? Just for laying the foundation stone of a new Division of the Railways or of a new building, a complete full-page advertisement is splashed in the newspapers all over the country. How may lakhs and crores of rupees does it cost ? Just for the laying of the foundation stone of a building, not even opening, in some corner of the country, a full page advertisement is splashed in all the national Dailies all over the country !

What about the hospitality in the Railways ? Worse of it all is the amount of wastage. The Minister is saying that the Railways are trying to control the wastage on this front and on tours. What about the wastes in purchases of the Railways ? There is lot of corruption on the Railways. We all know what is happening in regards to tenders and in regard to the pilferage in the Railway stores. The Government needs to plug these loopholes not only for getting higher resources but also for using the available resources.

Sir, the next point that I would like to emphasise is about the security in the Railways. Now a days there are dacoities and robberies on running trains. The only argument that the Railway Minister has given is that it was the responsibility of the GRP. The Railways are not concerned. The Railways are the carriers of the passengers and thus they are responsible for the security of the passengers. The Railways cannot throw the responsibility on somebody. It is between the Railways and the State Governments; it is between the Railways and another Department of the Government of India.

You cannot say that the RPF man is there. If a dacoity is there, the RPF man cannot catch the dacoit, fire or arrest him. What is this argument ? Over and above, you are paying 40 percent to the GRP as the cost. Perhaps the time has come to renew this when in your Status Paper you have recommended merge of RPF with GRP. The Railways should take the full responsibility for the security of the passengers. Shri Jethmalani is a lawyer. He would

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agree to it. You cannot tell a passenger who has put his life in into your hands that you are not responsible and somebody else is responsible for it. Railways will have to take the full responsibility for the safety of the passengers.

MR. SPEAKER : Shri Sonkar Shastri, please do not disturb the Minister.

*(Interruptions)*

SHRI P. UPENDRA : As regards the safety, that the number of accidents is on the lower side is not correct. The criterion for determining the figure of accidents has been changed. Certain accidents which were previously included in the list of accidents are not been included now a days and that is the reason for arriving at a lower figure with regard to accidents. You can verify it. There is no point in telling that for a million train the percentage of accident has come down. There were serious accidents resulting in a number of deaths and a number of casualties. You cannot deny it. Almost every week or every month there is a serious accident. You will have to take care of it.

You yourself have admitted that the human failure is the biggest cause for it. What are you doing with regard to it ? The inquiry conducted by the Commissioner of Railways safety takes years and years and we do not come to know what punishment is meted out to the concerned persons or, they may be getting away with lesser punishment. You should tell us what punishment is actually awarded in such cases. The Report of the Railway Commission for Safety comes when an accident is due to human failure. But what consequential action you have taken should also be place before the Parliament along with the statement which you make in the House.

The number of level crossing accidents is increasing. Out of the total number of 40,507 crossings 24,359 crossings are unmanned. There was a policy statement in this House by one of the earlier Railway Ministers to the effect that all the unmanned level-crossings would be manned at the cost of the Railways within five years. What happened to that commitment? Why are you throwing the blame on the State Governments or the municipalities and telling that they should bear half the expenditure for manning the level crossings? Why have you reversed the policy which was approved by the Parliament ? One of the Railway Ministers made a commitment in the House and the Parliament approved it also. Now, you have suddenly changed it and gone back to the old system. This is not correct. The State Governments and the Municipalities cannot bear this expenditure. If nothing is done in this regard, the number of accidents will go on increasing. .

*(Interruptions)*

There should be timely renewal and replacement of the overaged tracks. You yourself have admitted that about 10,957 Kms. of track was due for renewal at the beginning of the Ninth Plan. You can imagine, how many millions of passengers you are putting to risk? When will you overcome these arrears? Why have you reduced the allocation for track renewal? Why cannot you provide enough for track renewal which is a priority item? Instead of giving more and more allocation to the priority item, you provide more for other things.

The standards of maintenance also require to be improved. You may just see the maintenance of coaches. The maintenance of coaches is very poor. Many trains do not have even the necessary fittings. Some trains do not even have lights and fans. This is because the old coaches are not being replaced. You yourself have admitted that about 3000 coaches are due for replacement. How long can you continue with these old coaches, thus putting the passengers to a great risk? Track maintenance is also very poor. You have to clarify the position about the maintenance of rolling stock.

You have also played with the figures of punctuality. You have come now to real time. What have you done so far?

If a train reaches the borders of one Zonal Railway late by two hours, and then it reaches the destination late by those two hours, that train is shown to have reached the destination on right time. Because the two hours' delay is taken over by the other Railway, the latter Railway is not concerned with it. The figures of punctuality are being manipulated. They are being shown as much higher than what they actually are. I am happy today that the Minister has admitted that it should be calculated on real time basis. The exact delay that occurred from the starting point to the destination has to be calculated. The practice of last Railway showing as if the train has reached its destination on right time, when it has not, should not be resorted to. That is not the correct way of calculating punctuality. Shri Ram Naik should go through these things. He should understand all these things.

Coming to passenger amenities, can the Railways boast of them? It is such a big issue involving about 7000 stations. And the Government gives just Rs. 100 crore for passenger amenities Just Rs. 100 crore ! If one goes to a wayside railway station, one finds that it is a station from British days and nothing has been done to it in the last fifty years. There are no benches on platforms, no fans there, no lights there, no waiting rooms and no toilets there. The Government boasts of modernisation of Indian Railways, computerisation of tickets and all that without providing the basic amenities in the stations! The Minister

should attend to these things. These are priority items. Passengers would not grudge paying Rs. 2 or Rs. 5 more provided the amenities are given. Is there drinking water on trains? What is the condition of the trains? Earlier, the Railways used to provide drinking water in earthen pots. Today, they do not even do that. Passengers rush on to the platforms, fill up water and come back to their coaches. There is no drinking water arrangement on even the important trains.

There is no cleanliness at in the station, on the platforms, or in the trains. Does anybody come to clean at least the higher class compartments, even at the major junctions? No, nobody does that. There are people employed for the purpose but who is there to supervise them? Does anybody bother about the cleanliness of the stations? Once in a while a Minister goes and checks it up. Shri Paswan going or somebody going and suspending one fellow, a scavenger or a supervisor, is not enough. There is no fear among these people. Nobody is there to supervise them. There are no inspections by the General Managers. Are they going on inspections? Previously, General Managers were going by Inspection Specials and inspecting all the stations. Today, no General Manager goes on inspections. They sit in air-conditioned rooms and work on files. They do not go into the field. That is one reason why these things are deteriorating. The number of officers has multiplied. Today, instead of one General Manager, we have four Additional General Managers. Instead of one Head of the Department, there are four Heads of Department in each department today. There is proliferation of Heads of Department but nobody is taking responsibility for the job.

About staff welfare, the less said the better. They say that industrial relations in Railways are good. Maybe, railway employees have got some additional facilities when compared to other employees. The Railway Convention Committee, of which I was a member, visited certain railway colonies. We inspected staff quarters. We inspected the drinking water arrangements and the hospitals. Of course, some of the hospitals are to be proud of. But, there was no maintenance of those quarters. Nobody bothers about maintenance. They were all old quarters, dilapidated quarters and leaking quarters. The Railway Convention Committee gave its report on the industrial relations and staff welfare on Indian Railways. Unfortunately, every Minister says that he has not seen the report. When we questioned the Board members on the Action Taken Report, even they said that they did not read the report. That is the fate of the recommendations of a Parliamentary Committee! How can the things be improved. If nothing is done even after a Parliamentary Committee makes its recommendations about the staff welfare, about the industrial relations, as to what should be done about the CEG meeting, as to how to treat the trade unions and about

the redressal of their grievances.

I come to the first point pertaining to new Zones and new Divisions which I mentioned earlier. That was the fad of our friend Shri Paswan. I could understand somebody wanting a zone in his own area. But he disturbed the whole set-up. He disturbed the hornet's nest. He opened the Pandora's box and he did not know how to get out of the situation. Luckily, he has gone out of the Ministry and somebody else has come in his position. Now, his baby is in somebody else's hands. How many hundreds of crores of rupees are required for these new zones and divisions? What was the rationale for them? What are these new zones and Divisions for, except to create a few posts of General Managers and a few extra Departments?

Today, nobody is agreeing to part with any Division. Local, State and linguistic quarrels have come. The regional feelings have also come. Nobody wants to part with a Divisional headquarters, be it Karnataka or Orissa. They stuck up there. Apart from zones, you wanted to open only two divisions. One is Guntur. We require Rs. 30 crore and you provided Rs. 10 lakh. Even a land has not been procured. But for all the six zones you have already appointed General Managers in the name of OSDs. What are they doing and what for they have been appointed when you have not decided upon the jurisdiction of the zones, and when no decision has been taken as to which Division should go where? You have appointed General Managers in the name of OSDs and they are sitting idle. Now, you decide as to whether you want to go ahead with this policy. Is there any justification for six new zones at a time? For a long time they have been talking about metre-gauge zonal headquarters at Jaipur. It is perfectly all right. But is it necessary to have six new zones and divisions with the expenditure of thousands of crores of rupees? You have to consider this issue.

You have got a number of production units. They are doing very well. Exports, of course, have come down. But their production is good. There is a suggestion in this regard. These should be delinked from the Railways and that they should be formed into a separate corporation. There is no rational for the production units being linked with the running of Railways. They have to be formed as a separate corporation. It should be run, just as I mentioned, similarly Suburban travel should be handled by a separate corporation with the participation of the RTC, the State Government, the local industries, local bodies and entrepreneurs. Similarly, You have be RITES, the IRCON and the Computer Corporation. They have got a lot of potential. But your engagements in overseas have come down. The IRCON's overseas' work have come down. Is it because of lack of interest on the part of Railways or you are not getting the bids or you are not competing with

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the other railways? But the overseas' works undertaken by the IRCON have completely come down. You have to examine that also.

Now, you yourself have said as to what should be done. We analysed the problems and we say as to what should be done. I need not tell as to what should be done. Read Page Nos. 23-34 of the Status Paper which you have released. You yourself have mentioned in the Status Paper as to what should be done. You do that. Nothing more is required. Page Nos. 23-34 of your Status Paper tells you as to what the Railways should do now. You implement the same one by one and that will save the Railways.

Having said this, Mr. Speaker, Sir, I have to mentioned a few proposals relating to Andhra Pradesh. As I am the first speaker from this side, I generally touched upon the broad aspects of the functioning of the Railways.

For example, a sum of Rs. 259 crore are required for Peddapally-Karimnagar-Nizamabad railway line but only Rs. 7 crore have been provided. I do not know, how many generations it will take to complete this line. Similarly, for the Kakinada-Kottapally line-which seems to be falling in your constituency - they have provided Rs. 10,000... (*Interruptions*) You should tell them "Thank you, take you money." You return Rs. 10,000 to them, Mr. Speaker, Sir, it is a disgrace.

A sum of Rs. 155 crore is required for Nandyal-Erragunta railway line, but they have provided Rs. 2 crore. They have provided only Rs. 10,000 for Jadcherla-Nalgonda-Raichur railway line; Rs. 50,000 for Gadhwal-Raichur line; Rs. 10,000 for Gulbarga-Bidar line. Shri Ram Naik, it is a mockery of your expansion programme. You decide that the existing lines or the on-going projects will be completed by providing more and more money. People can understand if you finish them in the next three or four years and then take up new projects. What is the use of providing Rs. 10,000 or Rs. 6,000 for projects requiring hundreds of crores for the on-going projects?..

It is a mere mockery of your expansion programme. We cannot go on like this. Therefore, please revise the allocations for projects which are in the final stages, give them little more amount, finish them and then go for the next project. Demands will be there from the MPs and from other sources. Simply because some pressure is there, you approve a line, give ten thousand rupees and satisfy people and get *Tali-bajao* during the Budget time, then forget about it. That is not the way to run the Railways and extend the Railway line. Same is the case with Dharmavaram-Pakala gauge conversion and electrification. Projects very little amounts have been sanctioned.

We mentioned about electrification of projects in Andhra from Renigunta to Gudur; from Wadi to Sanghthags from Guntur to B.B. Nagar; and from Vijayawada to Machhlipatnam, etc. Some of them are required. It is not because I come from that part, so I am asking for these lines. But these are the major the feeder lines. Unless, electrification is finished on these lines, the rest of the electrification is useless in that area.

There is a Railway Electrification Office at Vijayawada. Now, there is no work and they say that they are shifting it to Visakhapatnam. There are a numbers of approved works. The funny thing is that electrification of line from Guntur to Nalapad was included in last year's Budget, but the hon. Minister writes to me that they have not approved the work. It was published in the *pink-book* last year. Today, the hon. Minister says that it is not there.

For remodeling the Vijayawada Yard, in the Supplementary Budget a sum of Rs. 4.4 crore was provided. This year it is missing. The Government is doing all these things. We have to face the music there. When the Minister come, we garland them, put shawls on them and modules in a lot of *Tali-bajao* and publicity is given, but only the foundation stone is there and no work is done.

SHRI S. MALLIKARJUNIAH (Tumkur) : Do you really regret for the offer of showl that you had made to the hon. Minister?

SHRI P. UPENDRA: I am not regretting, but unfortunately, we have to face the music there. Ministers come and go. The hon. Minister who laid the foundation is no longer there. He is not even a Member of this House. I cannot catch him now. I have to catch the new Minister now.

By the time the Minister understands what I say, he would also go. That is the unfortunate thing. Most of the Ministers who come cannot pronounce the names of Railway stations or lines. Even today the hon. Railway Minister could not correctly pronounce the name of 'Salem' Railway Station. This is our problem.

I would draw the attention of the hon. Railway Minister to a few trains which we want for that area. The hon. Minister has given one train from Visakhapatnam to Bangalore *via* Vijayawada. Last year, we asked for a superfast train from Visakhapatnam to Delhi. But the train which has been given on that route takes three days to reach Delhi. I would request the hon. Minister to convert it into a superfast train. We want another train from Visakhapatnam to Mumbai. There is also a need for a Shatabdi Express between Vijayawada and Hyderabad. From Chandigarh to Delhi it takes only two-and-a-half hours, but from Vijayawada to Hyderabad for the same distance, it takes six-and-a-half hours. It can be covered, at least, in three hours. Some publicity was there that a

train would be introduced which would take only three hours, but at the last minute it was not there. The hon. Minister was saying that something was there for us and I was hoping that something would come but nothing came. The hon. Minister has completely forgotten, what he has promised to us. I would request the hon. Minister to see our plight also.

I do not want to get into other minor things, my colleagues would take them up. But I would draw the attention of the hon. Minister to one point. Our friends from Kerala were telling the other day that the Mangla Express would be diverted *via* the Konkan Railway, Now, it has to be extended further upto Ernakulam, so that the coastal Kerala area is covered. I would request the hon. Minister to kindly discuss this with the Members from the State of Kerala. Now, that has been taken away from Vijaywada, route we need another substitute train on that route. We would meet the hon. Minister separately for other smaller things and give our demands.

We have been demanding a new line from Macherla to Raichur *via* Nagraknool. I would request the hon. Minister to take care of that line also.

Without going into minor things, I can only say that you should try to solve whatever problems you have mentioned in the Status Paper on the basis of the analyses that you have made and the remedies that you have suggested.

The Railways are a fine organisation. If the Ministers do not spoil them, they can run on their own stream. If the Ministers go on coming and changing the policies, then the Railways will be destroyed. If you allow them to run on their own stream, they will do better.

The Railways are a fine organisation, to which once I belonged to and I am very proud of them. Please try to keep them strong as the nation's life line and see that they function well.

I wish you well. With these suggestions, I one again thank you for giving a patient hearing. I also thank the hon. Speaker for having given me this opportunity to speak.

MR. SPEAKER : Now, I call upon Shrimati Sumitra Mahajan to speak.

*(Interruptions)*

AN HON. MEMBER : Sir, today up to what time are we sitting ? . . . *(Interruptions)*

MR. SPEAKER: We are sitting today up to 8 p.m. Tomorrow also we will be continuing it.

*(Interruptions)*

SHRI SIS RAM OLA (Jhunjhunu): Why should we sit

late today? It can be continued tomorrow. . . . *(Interruptions)*

PROF. P.J. KURIEN (Mavelikara): Sir, we agreed to sit up to 8 p.m. today and tomorrow also. Every Member who wants to speak should be allowed to speak.

MR. SPEAKER : Thank you for your cooperation.

SHRI RAM NAIK : Mr. Speaker, Sir, since the issue of time has been raised by you, I would agree that we can sit up to 8 p.m. today and tomorrow. Though tomorrow is a Friday and we have Private Members Business, we can accommodate those Members who remain present and would like to speak on this. If we work that way, it would be better . . . *(Interruptions)*

SHRI A.C. JOS : (Mukundapuram): That is what our Chief Whip has said. . . *(Interruptions)*

SHRI RAM NAIK : I am expressing my agreement with what he has said. . . *(Interruptions)*

SHRI P.C. CHACKO (Idukki): Your new General Secretary should get sufficient time to speak. ....*(Interruptions)*

SHRIMATI SUMITRA MAHAJAN (Indore): Thank you.

MR. SPEAKER : Madam, you can speak now.

*[Translation]*

SHRIMATI SUMITRA MAHAJAN : Mr. Speaker, Sir, first of all I would like to thank Railway Minister as well as other members sitting over here, because our hon'ble member Shri P. Upendra has proved in his speech that no attention has been given to the railways in the last 50 years whether it be Railways stations or coaches or the facilities for the passengers. Even the Budgetary support has also decreased day by day. The Status Paper states all these things. A person who is going to start a work would like to assess his own capacity and power to do the same.

SHRI SIS RAM OLA : It is a natural thing. What is new thing about it.

SHRIMATI SUMITRA MAHAJAN : But this Status Paper reveals how a healthy person has been made an over exerted person. Today, we are well-aware of the condition prevailing in railways and the Railway employees. Almost one crore ten lac people travel and 12 lac tonnes of goods are by the rail transported by it.

There are about 15 lac and 83 thousand employees in the railways, which is very important department in India and which plays an important role in connecting the different parts of India and its development. In spite of it, the budgetary support for it which was 72% in the fourth plan 75% in the fifth plan, has been reduced to 18 percent

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in the year 1995-96. It means that this department has totally been neglected. In spite of it all welcome the decision taken in the budget. It may be that new projects have not been under-taken; a number of new announcements have not been made in this budget. But we will have to accept one thing as Shri P. Upendra has just said that all the earlier railways Ministers kept on making announcement and had an eye on their area but no development actually took place. Infact, it went on for years and whoever was Minister, he only thought 'Past is dead and gone; and that future is nothing'.

He was not to think of future, or past, He was to think of his time only. He would give what was needed at that time. He would make announcement of what was required. He was not to bother how much he was having. All this went on and it resulted in the present condition of railways.

Sir, I would like to extend my thanks to the Minister that he laid the Status Paper and presented the actual position and compelled us to think over; and also stated with patience that it might be that no new project would be undertaken, but there are such projects which have been upto 70 per cent completed and for which little amount would be required and which would benefit the railways, such project would be undertaken first. I would also like to say here that such projects should be undertaken because we have projects of 35 thousand crore rupees in hand. We went on making announcements and when matter of spending money arose, it was said that there is nothing with us. We were happy to hear every Railway Budget that something was being given for us in that. But everything was on the paper only, actually nothing was given. Today, some one has dared to say that the work can not be undertaken this year as the amount for expenditure is not sufficient. It is agreed thing in itself.

Sir, I would like to say that the projects which have been completed upto 70 percent and from which Railway can have earnings, should be completed. We can give some more suggestions in this regard. I would like to give a suggestion which relates to the tribal areas in Madhya Pradesh, that Indore, Daoda Godhara rail line project which is of more than 300 crore rupee project should be completed. I have been raising the question that we spend ten or five crore rupees on many projects and then leave them uncompleted. It is a kind of total national loss.

Nothing tangible is achieved this way and the decision which has been taken today that the work which could be completed earlier and wherein some achievement could be made, that has to be completed. In this process it could happen that if we find that by providing only Rs. 30 crore more, we can complete the Devas-Maxi line then that can

be done. It will complete one portion of the project so that it could be put to use for plying goods trains or other trains, More trains could be run by dividing short-cut therein. Such projects should be accorded priority. Therefore, I welcome this decision of the Government.

It is for the first time that players have also been given incentives. The spirit behind this is to promote sports. Earlier, there was a "Railway Sports Control Board". But now it has been rechristened, as, Railway Sports Promotion Board". Perserverance of a man towards work, knowledge of actual position his preparedness for facing problems is expressed though words. The change of name by the State Minister from 'Control Board' to the 'Promotion Board' reflects his keenness for promotion of sports and this emplied the feelings for promoting the Indian sports to which no heed was ever paid.

He deserves congratulations for the concession given to senior citizens in this budget, although it may be a small concession. At least, they have taken them into consideration from senior citizens to small children who do boot-polishing, have been kept in view in this budget. The Railway Ministry deserves appreciation for that also.

How many new trains could be introduced, as has been said right now. It is alright that budgetary support is being reduced. However, it has increased to Rs. 2200 crore this time. I am thankful for that. A decision has been taken that new trains may not be introduced, but to add more coaches in view of the present position to trains is appreciable. We can add the coaches with the resources available with us. Today 18 coaches are attached to an engine but if we increase the number of coaches these will carry 200-250 more passengers. The newly decided arrangement that now trains will have 24 coaches is worth appreciation. This is a very good decision and now it seems that decisions are being taken after keeping in view the ground realities.

At times we feel scared while deciding about effecting increase in passenger fares and increase the freight charges only. Even a nominal increase in passenger fares is a daring step. One rupee upto 50 kms. or five rupee on season tickets is not more as on date. In view of the salary hike after the fifth pay commission or the rate at which dearness allowance is increasing an increase of Rs. five will not pinch anybody. If with the increased number of coaches same train which earlier used to be jam packed now started carrying 200-250 more passengers. Without touching freight charge, passenger fares have been increased and these have been increased in such a manner that it will not pinch anybody. It seems that there are people in our Government who have got a purely Indian bent of Thinking.

I can recollect a little from Chanakya's 'Arthashastra' I am not an eminent economist. He has suggested that

taxes should be levied in the same manner in which the sun takes away water from the sea, but in return, it gives it back in the form of vapour and the sea even does not know that something has been taken away from it. The same formula has been kept in mind while effecting increase in fares. It will have any substantial burden on anybody's purse.

The Status Paper envisages about 40 per cent decline in goods traffic. Today is the age of competition. Now-a-days we have to face competition at many places.

4300 crore tonnes of goods were transported in 1997-98, out of which only 210 crore tonnes of goods belonged to private sector. The Railway Ministry should address itself to this problem. However, we have started thinking as to how the private sector could be lured, what facilities should be provided to them, how to increase the speed of trains, how to meet the shortage of wagons and how to reduce the lying down period of wagons. Many a times it so happens that goods trains are stationed at a single station for 12 hours at a stretch and the parties which send goods through goods trains, feel sceptical about the safety of their goods, whether wagon would be suitable for their goods or not. These points should be taken into consideration. How can we bring about improvements in these areas and adopt modern marketing strategy? Transportation of goods from private sector accounts for a very low per centage of total freight carried by trains. We will have to take steps to boost it and think over it seriously. The speed of goods trains should be speeded up. Their condition should also be improved. I don't think that it is a difficult task. There will be no need for providing separate amount in the budget for this purpose. If we provide good service and give guarantee of security. We can make progress.

*.(Interruptions)*

SHRI PRAKASH VISHWANATH PARANJPE (Thane) : If you want to indulge in gossips, you can do so in the central hall.

SHRIMATI SUMITRA MAHAJAN : That's why things have come to such a pass in these 50 years. They did not find it proper to think over this. The 'Status Paper' also reflect the same thing.

SHRI PRAKASH VISHWANATH PARANJPE: Mr. Speaker, Sir, they are sitting with their backs facing you. *(English)* You should warn them, Sir.

SHRIMATI SURYAKANTA PATIL (Hingoli): Mr. Speaker is there. He will take care of that. This is none of your ob.

SHRI PRAKASH VISHWANATH PARANJPE : I know my job very well.

*[Translation]*

SHRIMATI SUMITRA MAHAJAN : Mr. Speaker, Sir, we

have started thinking in the right direction. It has been mentioned in the last para of the 'Status Paper' that we should together deliberate as to why things have come to such a pass? How improvements could be brought about therein? There is a need to think together over it. Now a days we should think together. I also want to give suggestions about gauge conversion. It is said that we made many announcements about gauge conversion but allocated less funds for this purpose. Announcement have been made for allocation Rs. 35000 crores for this purpose. These announcements have to be implemented, as far as possible. But this time lesser announcements have been made.

18.00 hrs.

But the work of gauge conversion can not be undertaken at all places simultaneously but we will have to identify such routes on which it is viable and where there is less difference. Such routes should be identified where work of gauge conversion should be undertaken. We will have to undertake this work somewhere, even if we have to constitute a Railway reforms committee for this work. I am not talking about the previous committee which made an array of recommendations. But a committee could be constituted with such persons on it who are really interested in bringing about improvements in the Railways.

For example, I would say that Indore-Mahu is a small section and even if a parallel broad gauge line is laid there, it would not cost much, it involves a cost of 25-30 crore rupees but it has a lot of advantages. Apart from that laying of Indore-Ratlam line would open many routes and prove quite advantageous for few cities, therefore it should be taken into consideration. Another important thing is that there may be some such places, where gauge conversion has to be done, but it is not possible even in next 10 years. We should readily accept this situation why such situation has developed at these places in which gauge conversion can not be undertaken in next 10 years. My information may be wrong that we have discontinued manufacturing of meter gauge coaches, as we have already got a plenty of stock of these coaches. But we have to maintain the meter gauge coaches available with us more carefully so as to ensure smooth rail service at such place, where gauge conversion is not possible even in next 10 years. We need this experience too.

I would like to make one more point. At several places, railway tracks have been renewed and cement sleepers laid. Now we need to think as to how maximum utilisation of these tracks can be made after that upgradation. It is also needed to be considered as to how to utilise these tracks by speeding up the trains. Otherwise if we are not getting returns from them after spending a lot of money on their upgradation, then they are of no use. While we have started considering these aspects, we must consider the effectiveness of our activities.

[Shrimati Sumitra Mahajan]

After 50 years when we have started thinking on the basis of a Status Paper we should also revise the time table of railways. We have made minor changes in the time table as and when some more trains are introduced. But in the changed situations, there may be some change or improvement between the station or any new cities may have been linked with railways during the period. My suggestion is that a committee may also be constituted to revise the time-table of railways by taking all the things into the consideration.

Railways do not have adequate funds in their budget. One suggestion has come-up, which needs to be considered again. The Union Government allocates some funds in J.R.Y. in which skilled labour is not involved but under which amount is spent to provide employments to unemployed youths. There must be some routine unskilled works in railways also for which employment could be provided on daily wage basis. I think we should think we should think over the possibility of diverting funds there. . . (Interruptions)

SHRI ANIL BASU: The Ministry of Railways should compile all the suggestions and criticism received during the last 50 years and present it on the table of the house.

SHRIMATI SUMITRA MAHAJAN : There is no need to place the suggestions on the table of the House. We will think over that.

SHRI RAM NAIK: Whatever is asked here, reply to that is placed on the table. There is no need to present anything separately.

SHRIMATI SUMITRA MAHAJAN : Mr. Speaker, Sir, if we seriously consider the Status Papers laid on the table that is more than sufficient. It is no use to discuss time and again mistakes made in the past or to fix responsibility for them. But it is certain that Railways have been overlooked to some extent. We have not paid proper attention to it, somewhere budgetary support has been inadequate. All the Ministers acted in their own discretion in some matters. All such things have happened. Now we have started thinking about it. If we all jointly and properly think about it. Then we all can make good suggestions and reach to certain conclusions and once this process of thinking has been started. We all can make our contribution as a responsible citizens. Someone has courageously taken the initiative to bring the factual position before the House. Budget could have been presented as usual with announcements in it. But it did not happen in this budget. I would like to make one more point . . . (Interruptions) I would like to make few more points about Madhya Pradesh State. Madhya Pradesh is situated in the centre

of Hindustan. We can call it the heart of the Nation. Everyone has to pass through this state to reach any part of the country. This state touches 7-8 states. I would not request to start a small distance train from Delhi to Madhya Pradesh. But we can think for introducing a train from Ratlam station of Madhya Pradesh to Jhansiguda in Orissa and that way that train can cover the entire Madhya Pradesh. We need to think of such a plan. Sometimes long Itarsi-Jabalpur-Allahabad rail route may not have been electrified at some place. If we could consider the proper electrification of such tracks, then these could be properly utilised. I don't feel that the Madhya Pradesh has got a lot of favours in this budget. While listening to the budget speech, being citizen of Madhya Pradesh and a Member of Parliament from Indore, I felt that Madhya Pradesh has not got anything at all. While thinking that we have not been given anything at all, I also had this thing in my mind that we might have been feeling disappointed on the individual or state level just because we had a lot of demands. In the last budget, there was a demand for Delhi-Rajhara line, which did not find a place in this budget. A lot of surveys in Madhya Pradesh were suggested in the previous budget such as survey for Kandwa Chittorgarh line. But these could not be carried out. We have numerous demands. But I would like to say that in the present budget we have given up the habit of making announcements, which is a good thing. Usually Ministers are very eager to make announcements and listening to the applauses in return. But I would like to thank you for avoiding this tendency. An abnormal courage has been shown by facing the reality. We have to face this reality and move ahead. But we will not burden the common for effecting improvements in railways. We would try to improve our railways by enhancing the budgetary support. I would like to appreciate the Minister of Railways for all these things. I would like to say that still the situation is not altogether worst. It can be improved by constituting separate small committees for making Railway time-table, for passengers amenities or for railway reforms in which other people could also be associated. Even today trains are serving as veins of the Country. There are some problems in the smooth running of the trains due to corruption or some other reasons but these can surely be sorted out. We should ponder over it, seriously and go ahead with patience then our railway system with certainly progress.

I extend my sincere thanks to the Railway Minister for presenting a good railway budget and also for the Status Paper explaining the factual position.

[English]

SHRI BASU DEB ACHARIA: Sir, the Status Paper which has been presented on the 27th May has highlighted

some of the issues and options before us. But these issues are known to us and, in the past also, these issues like what should be the objective of Railways, whether it should be commercial or a public utility organisation, the problem of mismatch between the growth in the Railways and the economic growth, scarcity of funds, dwindling budgetary support etc., were discussed a number of times. Therefore, my suggestion is that we should take up this Status Paper separately, some time in the next Session, in order to have a proper discussion. If we club it up with the Budget discussion, then it will not be proper. The suggestions from the Members of Parliament on the issues that have been highlighted or solutions to the problems cannot come unless they are taken up separately. My suggestion is that some time in the next Session, we can find some time to discuss this matter. As this is a very important Paper, I want a separate discussion on it.

Sir, the problem which we are now facing in the Railways is in regard to the capacity utilisation. In the Indian Railways, the average speed of passenger coaches is only 36 kilometres and, in the case of a goods train, the average speed is only 23 kilometers. In European countries or in Chinese Railway, it is 56 per cent.

15.15 hrs.

[SHRI RAGHUVANSH PRASAD SINGH *in the Chair*]

But how can this capacity be increased? Railways have very categorically and clearly stated in this Status Paper that 67 per cent of our traffic is in the trunk route and it is quite saturated. It is rather over-saturated. Unless the capacity in both trunk route and other sections is increased, the average speed both of the freight and passenger traffic cannot be increased. If we can increase the speed of our goods trains as well as our passenger trains by 10 per cent, then we will be able to increase our freight traffic. Why are we not in a position to compete with the road sector? In the 50's the position of the railways was dominant, but it declined gradually, Now the share of the railways is only 20 percent and 35 per cent whereas the share of the road sector is 70 per cent and 65 per cent, But there is scope, I have seen a number of goods being carried in the road sector and the bulk traffic carried by the rail. The bulk traffic is coal, iron-ore, fertilizer and cement. We are producing coal of about 350 million tonnes and the share of the railways is 135 million tonnes. If we can increase by 100 million tonnes, railway can earn revenue to the extent of more than Rs. 6,000 crore. It is only with respect to coal. There are other goods which railways are not carrying and which are being carried by the road sector.

There is a suggestion in the Status Paper. In the 80s, the policy was changed from piecemeal traffic to bulk traffic,

rake load, There is a suggestion now that we will have to change over from rake load to piecemeal which was there in the earlier times. The Standing Committee on Railways examined this aspect, how the market share of railways can be increased and we suggested that railways should switch over to the earlier policy of both rake load and piecemeal traffic.

With the existing route kilometre and with the existing capacity, the Indian Railways will be able to increase the freight traffic to 450 million tonnes which is the target for the current year. But it is not sufficient. Railways can carry much more traffic if there is a change in the policy.

Then the common passengers need not be taxed. Out of the sum of Rs.450 crore, Rs.354 crore is coming from the ordinary second-class passengers, passengers who travel in Mail and Express trains and only Rs.100 crore is coming from the upper class passengers.

What is the condition of the coaches in which the common people travel ? They have to pay more. What is the plight of these passengers? It has been admitted in the Status Paper that there is a shortage of 2700 coaches. This is the shortage. It is so because since 1950-51, there has been an increase in the passenger traffic to the extent of 167 per cent. But the increase in the passenger coaches is only a mere 135 per cent.

What is the percentage of the over-aged, dilapidated coaches, the coaches which are not fit for use, which are being used? It is about 35 per cent. Thirty five percent coaches, which are over-aged, which are to be declared condemned and abandoned are being use. This year, in the Budget proposal, there is a proposal to increase the number of coaches from 22 to 24 in a train.

In respect of rolling-stock acquisition programme, there is an increase in the allotment. The increase is substantial. There is a substantial increase in the allotment from Rs. 1083.04 crore to Rs.1590 crore. This is the Revised Estimate for 1997-98. So there is a substantial increase. There is an increase in the allotment. But what is the actual position ? There has been a reduction in the rolling-stock acquisition programme in respect of passenger coaches, wagons and also electric locomotives. While there has been an increase in the allotment, this has not been reflected in the acquisition programme. It is because of one thing. We are importing 6000 H.P. three phase electric locomotives. We have spent Rs.700 crore. We will be importing 4000 H.P. diesel locomotives from the General Motors of America.

Next, there are the high speed coaches. The cost of import has been included in the allocation and because of that, in the acquisition programme, the increase in the allocation has not been reflected. This year, there is a programme for the acquisition of about 1765 passenger coaches.

[Shri Easu Deb Acharia]

Even there is a reduction in the target of electric locomotives from 190 to 255. The same is the case with wagons. Last year, the target of wagons was 26,000 the year before last it was 30,000. but this year, the target of wagons has been reduced from 30,000 to 26,000. You will be surprised to note that in 1991 the stock of coaches was 30,000; in 1993-94, the stock of coaches was of the order of 30,537, and today the stock is of the order of 29,978. If we compare the passenger growth which is over five per cent, then the shortage will be much more than what has been stated in the Status Paper. The shortage in respect of passenger coaches is of the order of 2,700. This problem has not been addressed by the Railway Minister because of the sufficient number of rolling stock. Unless we have sufficient rolling stock, we cannot run more trains; unless we have sufficient passenger coaches, we cannot increase our passenger traffic; and unless we have more wagons, we cannot carry more traffic.

Last year, suddenly the policy about purchase of wagons was changed. What was the practice earlier ? There is an organisation called the Wagon India Limited. This was created by the Government of India by a Cabinet decision when there was a crisis of wagons in seventies. But why did the Ministry of Railways change the policy of purchasing wagons through the Wagon India? This system was working well but this was changed to a cent per cent tendering system. As a result of this, there was a delay in the acquisition of wagons. Because of this, there was a problem of availability of wagons.

The Standing Committee on Railways in their last Report Shri Ram Naik was also a Member of that Committee and he was also associated with that recommendation—had strongly recommended against changing of the policy by the Ministry of Railways. We had recommended that at least fifty per cent of the wagons should be purchased through Wagon India Limited and fifty per cent through the tendering system.

We expected that at least the Railway Minister would mention about the re-organisation of zones.

Sir, the earlier two decisions of the Ministry of Railways have ruined the railway system. One was project Uni-gauge. I was opposed to that and the Standing Committee on Railways was also opposed to that. Why did we oppose it ? It was not because of the conversion from the metre-gauge to broad-gauge. Our objection was, where the conversion was necessary and because of metre-gauge and broad-gauge, there is a bottleneck, then that section could be converted from metre-gauge to broad-gauge or narrow-gauge to broad-gauge. There is no use of conversion from metre-gauge to broad-gauge without having any impact on the traffic.

Sir, on this very floor of the House also I had made one suggestion that a Committee be constituted to examine the impact of conversion on both passenger traffic and freight traffic. We have spent thousands of crores on gauge conversion. But if we could have spent a few hundred crores to make the metre-gauge system more efficient, it would have solved most of the problems. But the track renewal was not done in the metre-gauge system for years together. Without spending a single paisa on track renewal in a metre-gauge, how could that system become efficient ? In various countries, they have the most efficient metre-gauge system having an average minimum speed of 56 kilometres. But here in our country, in our broad-gauge system for the freight traffic, the average speed is only 23 kilometres. We have spent thousands of crores on it but what is the impact on the freight traffic and passenger traffic ? Nothing.

Now, I come to the reorganisation of zones. I want to know whether it was necessary to divide all the zones. There might be only one or two zones. In the big zone, loading is much more, much wieldy, may be South-Eastern Railway to some extent or in Northern-Railway to have one or two zones say, in Jaipur. But six zones were created. A number of smaller divisions were created. What was the criterion ? For operational loading there was no criterion.

Coming to headquarters, the question is where should these headquarters be ? There was a demand from Waltier, from Vishakapatnam that Waltier division should either be merged with South-Central Railway or should remain with South-Eastern Railway and not with East-Coast Railway. There was a lot of quarrel as to whether Bilaspur should be the headquarters or Jabalpur should be the headquarters. How much money is required to create a full-fledged zone ? Here Rs. 2000 crore were spent for creating these six zones. Shri Ram Naik also knows about it. We examined it in our Standing Committee and in our first Report of the Standing Committee, we unanimously opposed it with one voice.

Was it necessary to create six zones at one go by spending Rs. 2000 crore ? Once I suggested that by not importing 30 three, phased locomotives of 6000 HP at a cost of Rs. 700 crore, we could have laid 700 kms. of railway track. What is the growth, what is the expansion of railway lines ? Shri Upendra has correctly said that during the last fifty years our growth has been only 9000 kms. You will be surprised to know this. The Chinese Railways have planned to construct 10,000 kms. of railway line during these five years.

SHRI BIKRAM DEO KESHARI (Kalahandi) : I am on a point of order under Rule 376. The hon. Member, while deliberating, said that the creation of six new divisions is

not necessary. But as you already know, there is a disparity in employment opportunities.

SHRI BASU DEB ACHARIA : He has not understood my point.

SHRI BIKRAM DEO KESHARI : He has opposed the creation of new division.

[Translation]

MR. CHAIRMAN : There is no point of order. Please take your seat.

[English]

SHRI BIKRAM DEO KESHARI : The hon. Member is such a senior Member. He is opposing this.

[Translation]

MR. CHAIRMAN : Please, cool down, please take your seat.

[English]

SHRI BASU DEB ACHARIA : You have not understood my point. I have not said that where there is necessary there should not be any new zones or new divisions. Once a zone has been created, that cannot be divided. I have said this. What I asked was whether it was necessary to create six new zones at one go. . . (Interruptions) How can you say that ?

In the past, there was the policy of prioritising to declare what should be our priority. I was referring to the Chinese Railways. They are planning to construct 10,000 kms. of new track during these five years. Their freight traffic is one thousand million tonnes. Their network is almost the same. We have 63,000 kms. railway track. They have 67,000 kms. of railway track. They have dedicated lines. We do not have dedicated lines. On the same line our local trains, EMUs, goods trains and all other trains are running. We need dedicated tracks, for that fund is required. For that we should decide on the priority.

The priority should not be high-speed locomotives but new lines. We should take the lines to the remotest places of our country where there is no railway line. A number of district headquarters are not connected with the railway lines. As a result, in this Budget, what is worrying me is that in all respects there has been a reduction. There is a reduction not just in one respect but in all respects.

In respect of electrification, the target has been reduced from 642 kilometers to 500 kilometers. Track renewal is a very important aspect. Ten thousand kilometers of our track is averaged. In my area, in the Adra-Midnapore section, the track was laid sixty years ago. How can you increase the speed with overaged tracks ? Naturally, the average speed will be less. What is the target fixed now ?

The target has been reduced from 2336 kilometres to 2230 kilometres.

Shri P. Upendra has already referred to gauge conversion. It has been reduced from 1364 kilometres to 810 kilometres. The number of electric locomotives has been reduced from 199 to 158. (Interruptions)

Mr. Minister, you are not listening. You are gossiping with the Minister of Parliamentary Affairs. You are disturbed.

SHRI RAM NAIK: I am listening. I was explaining to my colleague the valuable points that you are making.

SHRI ANIL BASU: You can do that later in your chamber or in his chamber. Both of you are Ministers and both of you have been given chambers.

[Translation]

SHRI MADAN LAL KHURANA : I said that if you had done this job two years before then things would not have come to this stage.

[English]

SHRI BASU DEB ACHARIA : The number of coaches has been reduced from 2122 to 1801. As I have already mentioned, the number of wagons has also been reduced from 30,000 to 20,000.

Another important aspect is signal and telecommunication. There has been a significant increase in the allocation from Rs.286 crore to Rs. 385 crore of Rs. 386 Crore. But that amount is not sufficient at all because we have three signaling systems. There are certain sections where still we have the token system. The hon. Minister knows very well about the token system. It is because of the token system that trains are delayed. So, in order to have a uniform signal system, the Indian Railways need more money. More allocation of fund should be made for signaling and telecommunication systems.

Prior to 1986- Shri Upendra knows it because he was also a Member of the Railway Convention Committee who examined railway electrification. We recommended that a post of Member (Signal) be created in the Railway Board. Then, the post was created and the Standing Committee on Railways also recommended that a post of Member (Signal) should also be created in the Railway Board as efficient railway operations depend much on the signalling systems. The signal aspect is neglected because there is no Member (Signal) in the Railway Board. There is a need for the creation of the post of Member (Signal) in the Railway Board.

Now, a problem was highlighted. The Indian Railways is dependent on the market borrowing. Shri Upendra and I were the members of the Railway Convention Committee

[Shri Basu Deb Acharia]

when the Railway Finance Corporation was created. We opposed it. We cautioned that the Indian Railways will fall into the debt trap. Now, the lease charge which the Indian Railways have to pay is equal to the amount to be borrowed from the market. More than Rs.2000 crore have to be borrowed from the market and the lease charge is of the same amount. So, the Indian Railways have to borrow just to pay the lease charges and not to acquire the rolling stock. The Railway Finance Corporation was created as there was no fund to purchase rolling stock. That problem was there. Rolling stock wagon was purchased on lease. Now, the Railways will have to pay more than the amount they have to borrow from the market. How to solve this problem? I would like to give a suggestion and I have made this suggestion earlier also. Why should the Railways shoulder the responsibility of constructing the railway lines? I have seen what is happening in other countries. I have seen their system. In the European countries and in other countries, the construction of railway line is the responsibility of the Central Government. Here, the Railways have to pay seven per cent dividend for the line constructed one hundred years ago. The Railway Convention Committee recommended that the Railways should be exempted from paying dividend for those lines constructed prior to 1950. But the Minister of Finance has not agreed to this proposal. When the Central Government is spending thousands of crores of rupees for the construction of highways, why can the Government not spend for the construction of railway line? Unless there is a railway line there cannot be industrialisation. The Railways being the important infrastructure, it is the responsibility of the Central Government to spend money for the construction of the railway lines. It should not be passed on to the Railways. In the current budget the allocation has been increased, but that will not be reflected.

Sir, I will conclude by highlighting the problems faced by the people of my State, West Bengal.

[Translation]

MR. CHAIRMAN : How much time you would take.

SHRI BASU DEB ACHARIA : I have not come on to my state. I have to speak a little.

MR. CHAIRMAN : You have already spoken for forty minutes.

SH. BASU DEB ACHARIA : Train has not yet arrived.

SHRI RAM NAIK: Train is late.

SHRI BASU DEB ACHARIA : It is just to come. Have patience and please listen.

[English]

Sir, I do not agree with the suggestion made by Shri Upendra that there has to be a separate corporation for the suburban railways. The suburban railways should remain with the Indian Railways. That should not be separated from the Indian Railways. My view is that even the Calcutta Metro should be a part and parcel of the Indian Railways. That should not be a separate organisation. A separate organisation should not be created and brought under the Ministry of Urban Development. That should not happen.

Secondly, the fares of the suburban services are getting subsidised the world over. But here, the hon. Minister has increased the fare of Calcutta Metro by 50 per cent and now, the minimum fare there is Rs.5, even though the Calcutta Metro project has not been completed.

SHRI RAM NAIK: The minimum fare is not Rs.5. Factually, you are not correct.

SHRI BASU DEB ACHARIA : In that case, I stand corrected.

Calcutta Metro project is not completed. Survey from Tollygunj to Goria has already been completed; up to New Berla, the survey report was completed two years back and not a single paise has been sanctioned for that. But in the case of Delhi Metro project, the Government of India spends Rs.5,000 crore. Why does this discrimination exist? I know that survey from Dum Dum to Barrackpore has not been completed and it is not a fact that for that reason, the extension up to Goria cannot be taken up. In that case, what about the circular? The circular is a misnomer. It is not a circular at all. Unless five kilometre stretch is completed from Princepghat to Majherhat, unless the entire stretch is electrified and doubling is done, there is no use. What is the speed of the passenger trains in the circular railway? It is only 20 or 25 kilometres per hour on an average. Who will travel by that train in the circular railway? What is the fund allocated for that? It is only Rs. 2 crore for electrification from Dum Dum to Tala.

[Translation]

MR. CHAIRMAN : There are three hon. Member of your party in the list besides you. So please conclude.

[English]

DR. ASIM BALA : Sir, a lot of publicity was given in Bengali newspapers about the Mamata package. But I do not find any reflection of it in the Railway Budget.

SHRI BASU DEB ACHARIA : Sir, the Chief Minister of West Bengal wrote to the Government of India in which he had suggested that 25 per cent of the cost of construction of Calcutta Metro project would be borne by

the Government of West Bengal, But there is no reflection of it in the Budget. In addition to that 25 percent, a sum of Rs. 25 crore was also earmarked for the Railway project. Is there any reflection of it ? The reflection is only a drastic reduction in the allocation :

What was the allocation for Tamruk-Digha ? It was Rs. 9.99 crore in 1997-98 Budget. This year, only Rs. 4 crore has been allocated. For Eklakhi-Balurghat. It is the same. For Howrah-Amta, the foundation stone was laid by Shrimati Indira Gandhi in 1972. Still, it is continuing every year with allocations like Rs. 1 crore or Rs. 2 crore or Rs.1000 and sometimes, we were told that it has frozen.

MR. CHAIRMAN : Please conclude now.

SHRI BASU DEB ACHARIA : How can I conclude if the allocation is reduced from Rs. 10,000 crore to Rs.4,000 crore ?

Sir, three projects for electrification have been sanctioned. I think Rs.10 crore each has been sanctioned for Ranaghat-Gede section and Ranaghat-Bongaon section. For Hasnabad-Barasat, only Rs. 1 crore has been sanctioned. My suggestion is, these three projects for electrification should be started immediately... *(interruptions)*. . . Even tender has not been floated. There is no question of completing these projects when even tender has not been floated. So, these projects should be started immediately. I am surprised to see that the Railway Minister has mentioned Purulia-Bardhaman while speaking about introduction of trains in his Budget speech. Last year also, you may find the same train, namely, Purulia-Bardhaman. The former Railway Minister, Shri Ram Vilas Paswan went to Purulia on 6th July and flagged off the train. I think there is another train which is also to be introduced soon from Purulia to Bardhaman. I think what he has said is about this train.

I met Shri Ram Naik one month before the presentation of the Railway Budget. I told him that electrification of Adra-Midnapora-Panskura section has already been completed and that the main line electrical multiple train should be introduced in that section. I did not find any mention about it in his speech. Bankura is a district headquarters but no train starts from Bankura to Howrah. I did not want any superfast train. I know that an announcement was made by Shri Ram Vilas Paswan regarding a super fast train. Again, an announcement was made. I do not know whether it was included in the Bengal package or not. . *(Interruptions)*. . . I have many points more to say. I will conclude in four minutes.

Sir, when the train was introduced, we thought that it will be a superfast train which will run daily. But actually, it was neither a superfast train nor is it running daily, It takes more time than the train which was running on that section. I wanted a train from Bankura to Howrah. In my

letter, I mentioned that no additional rake is required as it is already there and the decision is to be taken only by the Railway Board to extend that train upto Howrah.

19.00 hrs.

Much depends on the Shalimar coach terminal. It was sanctioned ten years back. Twelve platforms were to be constructed. But not a single platform has come up so far. I do not find sufficient allocation for the coach terminal at Shalimar or for the South-Eastern Railway. The trains of South-Eastern Railway should be taken to the Shalimar terminal. The capacity of Howrah station is already congested. It cannot be increased. But there is no sufficient allocation. He has also seen it. We visited the Shalimar coach terminal together, We have seen the progress of work for the last ten years. It is nothing. How can there be progress unless the money is allocated ? I do not know what is the programme of the Railways.

I also want to refer to Tarakeshwar-Arambagh, new Jalpaiguri-New Bongoigaon lines for conversion from metre gauge to broad gauge. There is a demand for electrification from Krishnanagar to Lalgola. The district of Murshidabad is the most neglected district in respect of railways. There is a single line. There is no electrified traction. The electrification of Krishnanagar Lalgola section is needed urgently.

The Minister of Railways stated that he had created one Association, that is the Association of OBCs. But there are two organisations. One is the All-India Railway Employees' Confederation and the other is the All India Loco-running Staff Association which had the channel of negotiation. That right was given in 1977 when the Janta Party Government was there. That right was withdrawn in 1980. There should be restoration of channel of negotiation to the All-India Railway Employees' Confederation and the All-India Loco-running Staff Association. That is a very important point.

The RPF (Amendment) act was passed by this House in 1985. The right of the RPF personnel to form an association was withdrawn. They had their association. That was recognised. This House was unanimous. There were no two opinion. We have been demanding that the right to form an association should be restored to the RPF personnel. Under the present RPF Act, there is no bar for these personnel to form an association. The Minister of Law has already given his opinion. There is no bar under the present Act which was passed by this House. I urge upon the Government that the letter issued in 1985 withdrawing the recognition of association should be withdrawn as under the present Act, there is no bar to form an association.

Lastly, I thank you very much for giving me time to speak on the Railway Budget.

**SHRIMATI SANGEETA KUMARI SINGH DEO (Balangir):** Mr. Chairman, Sir, at the very outset I would like to congratulate the hon. Minister for Railways on presenting a pragmatic and people-friendly Budget with the burden of taxation falling not on the common man but on that strata of society which can bear the burden. Beside having the unenviable task of placating one and all, he has managed to come up with some interesting and innovative ideas.

I compliment the hon. Minister for the emphasis on increasing the number of coaches per train and augmenting the capacity of the railways particularly on the important routes by 25 per cent.

The emphasis on tourism, with the introduction of the tourist train called the 'Bodh Parikrama' linking Sarnath, Bodh Gaya and Rajgir, will give a much needed impetus to the tourism industry and will bring in valuable foreign exchange.

The extension of the computer reservation facility, concessions given to the senior citizens and unemployed youth, increasing patronage to sports, simplifying refund procedure of tickets are some of the other innovative features of this Budget.

The most important aspect of the Budget is the marked increase in the plan Outlay for the 1998-99 which has been raised to Rs. 9,500 crore and is 14.5 per cent higher than the plan allocation during 1997-98, with greater emphasis on network expansion, gauge conversion, track renewals, doubling and electrification of saturated routes, renewal and acquisition of rolling stock, and augmentation of traffic facilities.

I am grateful to the hon. Railway Minister for increasing the Budgetary allocation for Orissa to Rs. 226.55 crore from 167.66 crore which was the last year's Budgetary provision; for making a huge allocation for doubling of tracks which is Rs. 69.65 crore as compared to Rs. 15.18 in last year's Budget; and also for electrification which has been raised to Rs. 75 crore as against Rs. 22 crore.

19.06 hrs.

[SHRI BASUDEB ACHARIA *in the Chair*]

Sir, now I would like to highlight certain problems pertaining to my area. I represent one of the poorest districts of the country, namely, Balangir in western Orissa. In fact, it has been referred to as the Ethiopia of India by the media. The name of my district is synonymous with drought, hunger, poverty, starvation deaths, sale of women and children and mass migrations. It is a district where 39.5% of the population of the area comprises of the Scheduled Castes and Tribes; 92 per cent of the population lives below the poverty line; and only six per cent of the area is irrigated. As regards educational and health

facilities, the less said the better. It is indeed a paradoxical situation because though this area is extremely rich in mineral resources, yet there is so much of unemployment, poverty and misery. This deplorable plight can only be attributed to the insensitive, irresponsible and callous attitude of the previous Central and State Governments due to which these natural resources have not been exploited owing to the lack of proper infrastructure and have benefitted neither the people of Orissa nor the country.

After 50 years of independence all that they have succeeded in creating is an atmosphere of devaluation and severe regional imbalance between the western and coastal parts of the State. Nature has gifted Orissa with immense mineral wealth. In fact, it has 98.4 per cent of the country's Chrome deposits, 69.7 per cent of Bauxite, 59.7 per cent of Nickel, 90 per cent of Graphite, 27 per cent of Manganese, 30 per cent of mineral sand etc. Had these resources been properly exploited, Orissa could have well emerged as the Ruhr of India. But, unfortunately, this was not meant to be. Due to the constant and chronic negligence by the various Governments, it is today one of the poorest States in the country.

When one talks of infrastructure, railways is an important component as it is vital for development. Orissa has 2,200 kms, of railway track out of which 1,500 kms was laid down before Independence. After 1947, only 700 kms of new track has been laid down. If one considers the track length per 1000 sq. Kms. Orissa has only 12.86 kms per 1000 Sq. Kms., as against the national average which is 19 kms per 1000 Sq. Kms. This itself speaks volumes about the interest and steps taken to develop the infrastructure in a State which is responsible for 35-40 per cent of the country's mineral resources. In a Welfare State like ours, uniform growth and development is the sole responsibility of the State.

Sir, regarding the Balangir Khurda railway line, it has been in the pipeline since the Third Five Year Plan, but has somehow never been implemented. In 1991, the former Prime Minister, Shri Chandra Shekher announced its implementation. The project was included in the Railway Budget and a token provision of Rs. 1 crore was made.

MR. CHAIRMAN : Madam, you can only refer to the written speech.

(Interruptions)

SHRI SHANTI LAL CHAPLOT (Udaipur) : This is her maiden speech, She should not be interrupted like this.

SHRIMATI SANGEETA KUMARI SINGH DEO : When Shri Narasimha Rao became the Prime Minister, it was heard that the project would finally take off, but this time it was rejected on the ground of economic viability. Sir, I am sure we are all aware that there are many other

projects which have not been economically viable, but have still been undertaken. So, why are projects rejected on these grounds when it comes to Orissa, which is a highly backward and undeveloped State? Is it not absolutely amazing that in order to reach the State capital from my district by train, one has to pass through Vuag? And a journey of about 300 kms takes over 15 hours approximately due to this diversion. I would like to strongly appeal to the hon. Prime Minister and the hon. Minister of Railways that if this project is completed, it would link Western Orissa, which has a very large tribal population, to the coastal region. As the House is aware, Madhya Pradesh does not have a port and is at present dependent on Vizag Port. But after the completion of this project, the distance between Raipur and Paradip Port and Raipur and Gopalpur Port would be reduced by 350 kms and 200 kms respectively, thereby making this project as well as the ports more viable due to their proximity to Madhya Pradesh. Though I would like to thank the hon. Minister for including this project in the Budget, I request him to increase the token Budgetary provision from Rs. 2 crore to at least Rs. 4 crore.

Sir, the Railway Department possesses about 600 acres of un-utilised land in my district and I would like to take this opportunity to make an impassioned appeal to the hon. Prime Minister and the hon. Railway Minister to look at the plight of the people of my area which is a no-industry district, and to start a major railway project there.

Sir, a substantial portion of the Raipur-Vizianagram line falls into my constituency and the track between Jharsuguda and Titlagarh has become old and obsolete, as a result of which accidents have become a common occurrence. I request the hon. Minister to have the matter examined and to take suitable remedial measures and also to have the entire line electrified.

Further, I would like to request for a Coaching Terminal at Titlagarh junction, an over-bridge at Titlagarh station, a rake unloading platform at Balangir railway station, introduction of a DMU train between Titlagarh and Rayagada to solve the problems faced by daily passengers of Balangir, Kalahandi, Rayagada and Koraput districts, introduction of an Express train between Sambhalpur and Nagpur via Titlagarh, restoration of Day Express train facility from Titlagarh junction, like the Link Express to Raipur on Fridays and the Samta Express to Vizianagram on Mondays and lastly, the conversion of the Nuapada-Gunupur narrow gauge line to broad gauge, which has been included in the Budget should be extended up to Rayagada and the token Budgetary provision of Rs. 1000 should be raised to a realistic amount. . . . (Interruptions)

SHRIMATI JAYANTI PATNAIK : I am not disturbing the Member. I am correcting what she said. . . (Interruptions)

SHRI KHARABELA SWAIN (Balasore): You go and announce projects and later abandon them.. (Interruptions)  
How many projects have you completed? . . (Interruptions)

MR. CHAIRMAN : Please take your seats.

(Interruptions)

MR. CHAIRMAN: No cross-talking please.

(Interruptions)

MR. CHAIRMAN : Why are you disturbing the hon. Member? Please take your seats.

SHRIMATI SANGEETA KUMARI SINGH DEO : May I continue, Mr. Chairman?

MR. CHAIRMAN : Yes.

SHRIMATI SANGEETA KUMARI SINGH DEO : Further more, the project should not suffer due to paucity of funds. I would like to appeal to the hon. Minister of Railways to take a more sympathetic attitude towards the KBK Districts, Kalahandi, Bolangir and Koraput.

Regarding the proposal of setting up a Zonal Office - about which my senior colleague, Shri Basu Dev Acharia has just spoken before me — I would like to say that this would be in the interest of the people of Orissa.

As I said earlier, Orissa is one of the most backward and underdeveloped States in the country. Setting up a Zonal Office there would be in the interest of the people of Orissa since it would generate employment. This would enable the development works to be carried out. So, I urge upon the hon. Minister to kindly agree to this demand.

Mr. Chairman Sir, I want to thank you for giving me this opportunity to ventilate my views on the Railway Budget and presenting the problems of my District.

[Translation]

SHRI SHAILENDRA KUMAR (Chail) : Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to express my views. It would have been better, had Shri Nitish Kumar ji been here in the House as he had presented the Budget. I hope, in his absence, Shri Ram Naik, the Minister of state in Railway Ministry would listen to us attentively and would also implement the points raised here, as he is considered an expert in railway matters.

Sir, I would like to state one thing that fortunately or unfortunately majority of the Railway Ministers have been from Bihar and maximum development of railways has taken place there only. I have heard the views of the Members belonging to North East States. When Shri Nitish Kumar ji was presenting the Railway budget amid the pandemonium, he had stated that in some North-East States development of railways has not taken place. I would

[Shri Shailendra Kumar]

like to draw your attention to the railway budget and that now a days railways play a very important role in our day to day life. We normally travel 100-150 km. distance and that too in trains. As far as passenger amenities are concerned, Hon'ble Members present here in the House know very well as to what sort of facilities and amenities are available there in trains and what sort of difficulties they have to face while performing a rail journey. Though some facilities and amenities have been provided in the trains yet a lot needs to be done for providing smooth transport facilities to the increasing population. Though computers have been installed at the railway stations yet passengers have to stand in long queues for obtaining tickets. I would request the Railway Minister to install computers on all the remaining railway stations.

The second thing is when passengers go to board the trains or get down from the trains, they have to walk a long distance on the platform due to vast stretch of platforms to go out to board the taxis. Those who are ill, have to face inconvenience. Though they are provided wheel chairs yet they have to face a lot of inconvenience. Therefore, such passengers should be provided public or private transport right after getting off from the train.

Thirdly, platforms are not cleaned. In rural areas where express and mail trains halt, general amenities, drinking water, refreshment etc. are not provided on the platforms and platforms are not kept clean. The platforms do not have light there. We travel from Lucknow to Allahabad and on this route there are several stations as Kunda Unchahar where there is pitch darkness at the platform due to erratic power supply and therefore criminal incidents take place in the compartments. I would request the Railway Minister to pay attention to it.

In 1st and 2nd class A.C. coaches, cleanliness is O.K. and complaint books are also available there but second class three tier coaches lack in cleanliness and even complaint books are not available in them. Attendants are also not available in these coaches. The complaint books should be made available in three tier compartments also so that people can register their complaints.

Bathroom in second class coaches are generally dirty and this causes inconvenience to the passengers. When we talk about trains, we generally refer to first class and second class A.C. but these travelling in second class have to face a lot of inconvenience. My constituency, falling in three districts is 120 km. long. The train starting from Allahabad covers 120 km. to reach my constituency. M.S.T. passes are issued for 80 K.M. only which needs to be extended upto 150 km. and this would facilitate the businessmen and govt. employees who commute

daily upto 150 km.

SHRI RAM NAIK : You please state as to what is your difficulty.

SHRI SHAILENDRA KUMAR : M.S.T. passes are issued for a distance of 80 k.m. only. This distance should be increased upto 150 K.M.

The facility of the M.S.T. is upto 80 km. This results in great difficulty particularly in getting tickets. You have fixed a limit of some kilometers. Tickets of long distance are not available there. The facing of M.S.T. should atleast be extended upto one hundred and fifty kilometers.

The second point which I want to make is very important. District Kaushambi comes under my Parliamentary constituency. It has got historical and religious importance. It is a Buddhist spot. Gautam Buddha lived there. It was the capital of the King Udayan. People of the most South East countries such as China, Indonesia, Malaysia and Hongkong visit it. The above religious place is about 80-90 km. away from the main station. I request that since it is a newly created district, new rail line should be constructed there in order to extend train facilities to lots of foreign tourists. There are many important railway stations such as Bharwari, Manauri, Khaga and Fatehpur through which major trains ply. Earlier, main trains had stoppages there but these stoppages has been cancelled for the last some years as a result of which common passengers have been facing great difficulties. I have also written a letter to the Hon. Minister in this regard. Stoppages of main trains are urgently required at the above mentioned stations. This will enable a lot of passengers to avail train services. A Shatabadi Express should be introduced from New Delhi to Allahabad and Allahabad to New Delhi since we are celebrating 50th anniversary of our Independence. Allahabad has got historical importance. We had announced struggle for freedom from the Swaraj Bhawan, the Anand Bhawan located at Allahabad. The country got three Prime Ministers from there. Therefore, it is my request that as the Shatabadi Express has been introduced for Kanpur, Lucknow and Amritsar, in the same way, on the occasion of the Golden Jubilee of Independence, it should be introduced for Allahabad also. The Prayagraj Express has been introduced for it but that is overcrowded. If Shatabadi train is introduced for it, it will cater to the needs of many passengers.

I was just going through the Railway Budget. No special scheme has been prepared for Uttar Pradesh nor any new train is being introduced which can provide train service to passengers. Uttar Pradesh is the biggest state in India. The entire state is of the size of a country. Therefore, it is my demand that new trains should be introduced and arrangement for stoppages of other major trains alongwith the new ones be made at the main stations.

Bharwari is the main station of Kaushambi district. In view of the influe of foreign tourists, the Bharwari station should be converted into a junction and it should be expanded and main trains should halt there. This will provide trains services to foreign tourists. There is no railway overbridge at the G.T. Road for going to the district from the station which may facilitate access to historic place Kaushambi from G.T. Road. I demand that two overbridges should be constituted in that district one nearby Bharwari and the other adjoining Bhagwat. Construction of bridges would be convenient for foreign tourists, passengers and general public.

There are two to three level crossings where the railway gate is kept closed for thirty to forty five minutes. The gate is opened only when three to four trains cross from there. And this results in a major traffic snarls. If we want to facilitate the entry of foreign tourists, it will be imperative for the Government to address itself in this problem.

I had made a demand in the supplementary budget that a Rail Yatri Niwas should be constructed at Allahabad as it is historically an important place. At the confluence, the Magha Mela of Kumb is organised each year. Crores of pilgrims including people from abroad come there. There is not any such hotel that can accommodate foreign tourists and passengers. I, therefore, request the Railway Minister for constructing a Rail Yatri Niwas at Allahabad so that proper lodging arrangement could be made for followers of the Buddhism who come there from South East Asian countries-Japan, Hongkong, China etc., and for the people who come there to attend the Kumb Mela at the confluence.

One important point is about giving Allahabad the status of zonal office. Hon. Dewe Gowdaji and Paswanji of the United Front Government had gone there and laid the foundation stone of the said office but the work of construction of the zonal office is not in progress and there is no sign to suggest that a zonal office would be constructed there. The work has not yet been undertaken. Therefore I would like that the said zonal office should be constructed there in your tenure so that railway network could be expanded and the common people could be benefitted therefrom.

I had requested for facilities to be provided to railway employees and officers. I have found that the railway facilities have been provided to ex-hon'able members, in other states. But the ex-hon'ble members of Uttar Pradesh Legislative Assembly have not been provided the facility to travel by rail. So I would like to request the Hon'ble Minister that all the ex-hon'ble MPs and MLAs should get this facility. While associating myself with the feeling of all hon'ble members sitting here I would like to say that the people have been provided the railway pass to travel

all over India but this facility has been provided to our spouses during the session only. I would like to say that the spouse should also be provided the railway facility to travel all over India, because when we come to attend the session, our children insist to accompany us. It does not matter whether they are allowed to travel by second class but it is important that they are given the facility so that those who are interested to see the Parliament proceedings may come.

SHRI KHARABELA SWAIN (Balasore) : What about those who don't have any children?

SHRI SHAILENDRA KUMAR : Those, who don't have any children can bring others.

Now I would like to say about the modernisation of railway that though we have done several things like introduction of computer system to improve the functioning of railways but still generally we find that the accidents are increasing. So something should be done to check the accidents. I would like to emphasise that Railway Guards, Station Masters or Drivers should undergo a medical check up after every three or six months as it has been mentioned in various reports. Most of accidents where hundreds of people die take place due to inability to see the signal or low visibility due to fog. So we have to pay attention towards all these things.

I would also like to draw your attention towards R.P.F. The Force should be strengthened. I wish to narrate an incidents that while I was travelling from Lal Kuan to Ram Nagar my relative's chain was snatched. I found that there was no police arrangement and when I went to pull the chain to stop the train, I found that there was no chain there. So I failed to do any thing. When the train stopped at the next railway station I reported the matter and registered a complaint. Then the railway officials apologised to me. Therefore, atleast Railway Protection Force must be strengthened to check the crimes in the trains so for as G.R.P. is concerned, it is okay.

They are mainly posted at the platforms. They check-up various passengers. Though our travelling traders feel satisfied but sometimes they also feel disomfortable with them. Therefore I would like to request that either a separate protection force should be formed or the same force should be strengthened and improved to check the crimes.

Secondly, I would like to say that wireless system should be provided in the trains so that we can communicate to others in the event of any emergency while travelling in the trains. This wireless system may be connected with the Guard or Driver or Station Master. The mobile phones facility should also be given to the passengers so that all the problems faced by them may be solved.

SHRI RAMDAS ATHAWALE (Mumbai-North-Centre) : Such facilities are provided in Rajdhani Express and Delhi express.

SHRI SHAILENDRA KUMAR : Shri Ramdas ji is saying that such facilities are provided in Rajdhani Express only. But the fact is that only rich people travel by this trains. We must see in the context of facility and should not try to discriminate between the people.

We must see as to what kind of facility we are providing to the general public. Therefore I would like to request Hon'ble Minister to provide the facility of mobile phones in other trains so that the passengers may be benefitted. With these words, I would like to conclude by requesting Hon'ble Minister to seriously consider my suggestion so that action should be taken to strengthen the railway management. Jai Hind, Jai Bharat.

SHRI RAM NAIK : For your information, I would like to submit that I was surprised when you said that the passes are not issued for a distance of 80 kilometers while the passes are issued for a distance upto 150 kilometers. I have confirmed it right now from the officers. However, the Mumbai-Pune distance is 192 kilometers and passes are issued for that also. Please confirm why the passes are not issued and thereafter I will confirm it.

SHRI SHAILENDRA KUMAR : Hon. Minister, Sir, I would check it. But I have made a submission if the passes are issued for a distance upto 150 or 192 kilometers, I would like to request that not only in the metropolitan cities but in the entire country the passes should be issued for at least a distance upto 200 kilometers.

SHRI RAM NAIK : Alright, we would check it.

MAJOR GENERAL BHUVAN CHANDRA KHANDURI, A.V.S.M. (Garhwal): Mr Chairman, Sir, I would like to congratulate the hon. Railway Minister that he has shown a new thinking while presenting the Railway Budget and I hope that the thinking which he has initiated would be taken ahead and could make further progress in that direction in accordance with the availability of funds. There are many good things in his budget. I would like to mention one or two things for example. Soon after assuming the charge he has brought an end to the corruption prevailing in the recruitments of Railway Board. We were aware of that and the people used to come to me also and made complains about that. For it, he deserves our congratulations. Alongwith it, I hope that the new set up, which is going to be formed would be transparent but the one corrupt system may replace the other. It is not possible to bring and end to it completely. Be that the interview or the written exam the people must know the process of selection. If they recruit the good and the honest people and bring transparency, he would definitely make a good contribution.

Secondly, he has given rebate of 25 to 30 percent for the senior citizens. It may not be much economic relief but as I have said that he has thought a new and has expressed his ideas about different categories. He deserves congratulations for that also. Thirdly, it is also an example of his new thinking that when some one is called for the interview and if he is not rich, he faces the problems and he finds it difficult to go for an interview at far away places. The Hon. Minister has made an arrangement of free pass for Central Government interviews, for it also he deserves congratulations. I have many suggestions. There is a lot of scope of improvement in the present set up of railways I would like to bring two examples to the notice of the hon. Minister. I hope that it would bring improvement in the image of the railways. Today, the image of railways is not good. It is the biggest organisation of the Government and or lot of passengers travel by it. It is a fact that earlier the image was bad due to some things out of which corruption is the one issue. Corruption was not only in recruitment but was also prevailing in the ticket selling which has come down to some extent due to the computerisation but the middle men have found a way out for it also. There should be some mental pressure on those who are responsible for fanning corruption. Such an arrangement should be made so that before doing so they may have a hitch.

There are many suggestions but if the hon. Minister does some thing with regard to these two things then it would improve the image of the railways. At first there is the punctuality. Whenever the issue of trains is raised everyone speaks about punctuality. Earlier I myself and many other hon. Members have been raising this issue. We get the reply of our question but any sort of improvement is not visible I would like to submit that I did not get the proper reply of the question raised by me during the 10th Lok Sabha. When we ask for the data regarding the late running of a particular trains, you give the reply that it has a run late 10 to 12 times in a month. What is the meaning of punctuality for you?

Is it punctuality if the train has run late by 15 minutes or half an hour? What is the definition of punctuality for the railways? I had asked a question in this regard from the Hon. Minister in the house but I did not get the reply. If we know what is punctuality, the high officials would be held responsible. I do not know if you mention the delay of 10 15 minutes or half an hour to maintain the proper record. First of all please define punctuality and unpunctuality? The Indian passengers mentality is that the train would not come at right time. There are some trains which are expected to come in time while for the others it is thought that they would not arrive at the right time. If at all they come at right time, it gives us a surprise. It is sad that today if the superfast train arrives late it does not give a surprise. Regarding that the railways

has neither expressed its concern nor it has left any scope of improvement. I would like to cite an example. There is no need at all to cite more examples. I have an experience.

There is a train from Howrah to Dehradun. Its arrival time at Lucknow is 6.30 p.m. This train never comes at right time. There is nothing in it, if it comes late by two, four or eight hours, You can see its record.

That train arrives at Lucknow at 2 A.M. instead of 6.30 P.M. and we keep on waiting at the station. That train never arrives in time. Why it does not come in time, what is wrong with the system what is the reason, can't it be improved? If it can't why don't you change its time according to which it will arrive at Lucknow at 2 AM so that people will reach at station at that time only. We usually reach at the station at 6.30 PM and 2-3 hours waiting is a usual thing. If by mistake it arrives in time, people miss this train as they do not reach at the station. Therefore if you could take initiative in ensuring the punctuality it would automatically change the mentality of the people it could bring a great change in the railways. I would like to point out the problems regarding this train at the time when I would speak about my constituency but I am citing an example, how it never arrives in time.

The train between Dehradun to Bombay is very slow. No body is interested to travel in this train as it has a very long route. People think that it a bad train. I would like to give you another example. Five or six years ago, one of my soldier friend went to Japan for some training. He told me about the Japanese system that in Japan if superfast train arrives at the Station 10 minutes late, you may go to the counter, they will apologise and refund the entire amount.

The same point, I brought to the notice to of Hon'ble Minister during the 10th Lok Sabha also. I suggested that if this can't be done at least Railways should offer the passengers a cup of tea. Some sort of punishment for the railways should be there. You charge extra money for the Superfast trains...*(Interruptions)* It has become a trend that if the trains is late it makes no difference to us even when we charge extra for the Superfast trains, then they should also ensure their punctuality and their speed. Your set up is good but it does not work. You must pay attention towards adhering the basic thing of ensuring punctuality of trains.

The image of railways is very poor in regard to cleanliness. A.C.I. Class coaches are little bit clean but there is no cleanliness in AC-II coaches. If seepage or leakage of water is there, it hardly matters. The Stations are full of garbage. There is a railway station in my area, I would like to call it 'End of the world'. I have also given in writing earlier to the railways regarding cleanliness.

Toilets are very dirty, where you even can't go. No body cares. Cleanliness drive usually takes place in coaches and at the station. Even Hon'ble Shri Paswan ji had also gone there for cleaning drive. But it should not remain a drive only. If you can inculcate in them a sense of responsibility then it would be a great contribution.

Now I come to the demands. My first demand which I raised while speaking on the Railway Budget during the 10th Lok Sabha is that our soldiers who protect our borders would also be treated as freedom fighters and they should be given such facilities as are given to the freedom fighters. They fought past freedom fight and our soldiers are protecting our nation at present. They are working at Siachin where there is 20-30 feet snow. You just enquire from the Ministry of Defence that how many have become disabled. They do not have any facility. In 1995, when they were convinced a lot, even then half heartedly they have agreed to give some facilities, to them. Even those facilities have also withdrawn on 11th March. When I discussed this issue with you at that time I was told that it has been done as per order of the Supreme Court. But I would like to say that those facilities were given as charity why are you not equating them with the freedom fighters. Hon'ble Minister, Sir, I would like to tell you that Gallantry Awards are not awarded in bulk. I have got four Gallantry Awards-Param Vir Chakra, Mahavir Chakra, Vir Chakra, Mention in Despatches. These are given as per the seniority. How many Paramvir Chakra holders are there in India. You just count them. Awards are given rarely in the defence. These people could be counted on the tips, even then they are allowed to travel in 2nd class only and that too alone and upto 200-300 kilometers only. Why this injustice is done to them. Our Government says that the Ministry of Defence would make provision in the budget. Railways would say why they should bear this burden? Whether the Government of India can't provide them these facilities as a respect towards them while spending a lot of money for them.

It is my request that the same facilities should be given to them as has been given to the freedom fighters. I am saying this with a heavy heart. The speech which I am making today, the same speech I made five times in this very Lok Sabha. . . *(Interruptions)* It is a matter of serious concern. The army personnel cannot put forward their views, they are aggrieved, I feel for them. Our freedom fighters are defending our borders today. I request that whatever expenditure has to be incurred on them, whichever Ministry meets that expenditure, they should be provided facilities in all respects. I tell you that there are only a few people who have received the Mahavir Chakra and the Paramvir Chakra, those who have received the Vir Chakra are also very few in number. Those who have received the mention in Despatches may be in a large number.

[Major General Bhuvan Chandra Khanduri, A.V.S.M.]

I now tell the story of my area. I am from the Uttranchal. There is no expansion of the railway network. We do not try to embrass you. We have got only one or two stations in our area. Trains cannot move beyond those stations, I will rather not say cannot move beyond because if they can ply in Jammu-Kashmir, we have also got the same hilly tract of land as is there in J&K.

We do not have a different set of Mountaings but it is perhaps our misfortune that we are not treated at par. So I was saying that expenditure on railway network is not much in our area. A large number of people of our area are in forces. . . . (Interruptions) We have railway stations at Dehradun, Nazibabad and a small station at Rishikesh. These are the only stations in my area. Railways earns a good chunk of revenue from our area. A large number of personnel from the Garhwal Rifles and Para-military forces, who travel by trains. this is not so that nobody travels in trains from there. So, please consider my point seriously.

The first thing which has been repeatedly raised is that railway network should be extended further there. I had raised this demand earlier that there is a place named Karanprayag where the Britishers got conducted a survey in 1933 and I, had brought this fact in the notice of the House. What was mentioned in that survey report, I don't know about that. But a fresh survey should be conducted of that area. I was given a reply during the Tenth Lok Sabha that it was difficult, this and that. The Railway Minister in the 11th Lok Sabha belonged to our area. He incurred a sum of Rs. ten Lakh out of the then railway budget for the purpose. Why was this amount spent? And what for the Railway Ministry now realised that a survey should be conducted there. I want to know about the fate of the survey from Rishikesh to Karanprayag from the Hon. Minister. You should first go ahead with the survey work and if there is any difficulty in the process, we should be told about that but atleast the work of survey should be set in motion.

The second point is about a direct train. There is a small station after Nazibabad, Kotdwar station, it came into existence during the British period. Ten coaches are attached to the Mussourie Express daily from Delhi which are detached at Nazibabad. They remain stationed there for three hours and then these are attached to another train bound for Kotdwar. The distance which could be covered in 4-5 hours is covered in 10-12 hours in that trains. It has a halt of three hours at Nazibabad. There is no proper arrangement of light and security at the above station. And the said place is infested by mosquitoes. Only those people trave by this train who have no other options, otherwise people travel by bus beyond Nazibabad. This has arisen a situation which has resulted in plying of at least 50 to

60 buses from Kotdwar to Delhi daily and at least 10 to 20 taxis also ply daily from there. A huge quantity of diesel and petrol is consumed in this process.

I request that a few more coaches could be attached to this train of 8-10 coaches and it should be made a direct train from Delhi to Kotdwar. This would be more convenient and cheaper than buses and more people would be able to use it. This may also save them from pollution.

SHRIMATI REENA CHAUDHARY (Mohanlalganj) : One train should also be introduced from Lucknow to Dehradun.

MAJOR GENERAL BHUVAN CHANDRA KHANDURI, AVSM : I am coming onto that. I am giving the example of the Howrah Mail. It is not so that it has not happend. A long time back around 1980, a trial train named the Badrinath Express was introduced and it played for two days but the Railway Board does not accept it. They have placed that file in some locked cupboard. So as to hide it. I had raised this question in the House but I was given a reply that no such trail train had been introduced. But this is totally wrong. A trail train did ply. This was reported in the newspapers. I have sent the cutting of the newspaper to the Ministry it seems they have misplaced that file somewhere. When the Hon. Tripathi Sahib was the Railway Minister and late Bahugunaji was representing that area., this train was introduced at their instance. I am only giving you an information. As there has already been a long delay in starting this train from Delhi to Kotdwar, I request you that this train should be introduced immediately.

In the same way bogies are connected with the train at Ram Nagar in Kumaon region. A large number of passengers use this station. So, a direct train from Delhi to Ram Nagar should be introduced. I once again request you that these two trains should be introduced. I had already said that a train is available from Howrah to Dehradun., generally it is late by six to eight hours daily.

SHRIMATI REENA CHAUDHARY (Mohanlalganj) : It is always behind the schedule by 3-4 hours and never reaches in time. There is not a single air-conditioned coach in Janta Express. It has only second class compartments. Neither there is electricity in the trains nor it has sufficient coaches.

MAJOR GENERAL BHUVAN CHANDRA KHANDURI, AVSM : Thank you, I was also going to say on same thing. I also waited for this train upto 2 O' Clock in the night.

MR. CHAIRMAN : Your name is there. If you want to speak, the time will be allotted to you. This debate will continue upto Monday.

MAJOR GENERAL BHUVAN CHANDRA KHANDURI AVSM : I had during the debate in 1995 on this matter,

suggested that a train like Shatabdi from Lucknow to Dehradun should be introduced.

Since a large number of people from O.N.G.S., Indian Military Academy is Dehradun and I.A.S. Academy, Forest Research Institute in Mussorie including the reputed doctors and tourists travel by the trains, there is always a heavy load. Therefore please accept this suggestion. In 1995 as an interim measure I had given the suggestion which was accepted but could not be implemented, because I was not elected again. I would like to repeat what our sister has just said that there is a need to attach an A.C. coach in Janta trains running from Banaras to Dehradun. This will shift all the load to Dehradun and there will be no loss to railway. Please expedite this work.

MR. CHAIRMAN : Please conclude.

MAJOR GENERAL BHUVAN CHANDRA KHANDURI, AVSM : I am to add little more. There is no train available for going to South and Jammu from Dehradun. There is heavy load in Dehradun. It is connected with Hardwar-Rishikesh. The people have to face a lot of difficulties due to non-availability of any train for South. So, there should be a direct train from Dehradun for the South. Similarly, a train should be introduced for Jammu. On the east, Howrah is the place about which I have already given the details. A large number of tourists visit Dehradun Hardwar-Rishikesh complex and face a lot of difficulties. Mr. Chairman, Sir, since you have told me to conclude, I would speak in brief. I expect from the Minister that he would solve the problem, as it is not a big problem and also require less amount. Further it is an administrative problem. I would be grateful to him if he takes step in this regard.

SHRI HIRA LAL ROY (Chhapra) : Hon'ble Chairman, Sir, I have been listening to the discussion on the Railway budget right from beginning with rapt attention and also had an opportunity to understand the views expressed by the honourable Members. I come from Chhapra in Bihar. When I was listening to the discussion on the Railway budget I felt that the successive Railway Ministers had really done a great favour to Bihar. I would like to state that trains of three zones viz South Eastern zone, Eastern zone and North East zone are being run in Bihar. This is true that several Railway Ministers had been from Bihar but did they really help in the development of Railway. If you move from Samastipur to Darbhanga and from Darbhanga towards the east, you will find another state. Likewise, if you move 50-60 kms. towards the West State of Uttar Pradesh comes. I agree that certain trains have been introduced, rail tracks have been converted but this is not proportionate to the size of Bihar to its population and backwardness. This is inadequate. South Eastern Railway is deemed to be the iron railways. It connected

all the power stations. It not only connects the entire coal belt a place where you come from but also Durgapur, Raurkela, Bhilai and Bokaro. It is very important railway. I again went through the whole budget but nowhere I found that barring few schemes in this state, the Railways has done any special favour to this state in comparison to other states.

Hon'ble Railway Minister is present here in the House. Patna is the capital of Bihar since 1957. There has been a very popular demand for construction of a railway bridge over Ganga in Patna. When the Rajendra Prasad ji who was a big trade Union leader, used to raise this demand. People of this area had also launched a movement for it and faced a lot of difficulties and two years back a child was killed there by the bullets of police and the Railway Minister had to visit this place to defuse the tension. Even the then prime Minister Shri H.D. Dewa Gowda had to visit this place, on 22nd December, 1996. The Railway Minister had declared there that survey work would be conducted and also sanctioned Rs. 15 crores for this purpose. But it is very strange to hear that railway belongs to Bihar. When such a big scheme for the capital city of Bihar which can connect North and South Bihar has not been materialised despite Government's commitments then saying that railway belongs to Bihar is painfully ironical. No provision for this scheme has been made in the budget without which Bihar can not progress. Therefore, I would like to say that the popular demand to construct a railway bridge between Digha and Paroja, should be fulfilled. Several top leaders of the country including the Railway Minister, Members of Parliament, Chief Minister, Chairman of Railway Board and the Prime Minister himself had laid the foundation stone there and then saying that a lot has been done to Bihar, I do not agree to it.

Sir, I would like to say again that nobody should be in any illusion. . . (Interruptions)

MR. CHAIRMAN : Shri Hira Lal ji, how much time would you take ? If you can conclude within five-seven minutes then, go ahead.

SHRI HIRA LAL ROY : You give me the opportunity tomorrow.

MR. CHAIRMAN : This is O.K. You can speak tomorrow.

*The house now stands, adjourned to meet at Eleven of the clock tomorrow.*

20.00 hrs.

*The Lok Sabha then adjourned till Eleven of the clock on Friday, June 5, 1998/Jyaistha 15, 1920 (Saka)*