

LOK SABHA DEBATES
ELEVENTH SERIES (Vol. IV.No. 12)
JULY 25, 1996
SECOND SESSION



ELEVENTH LOK SABHA

LOK SABHA SECRETARIAT

NEW DELHI

Corrigenda to Lok Sabha Debates

(English Version)

Thursday, July 25, 1996/Sravana 3, 1918 (Saka).

<u>Col./Line</u>	<u>For</u>	<u>Read</u>
(iii)/21	Dr. G.R.Saroda	Dr.G.R.Sarode
6/21	SHRI KACHARU BHANU RAT	SHRI KACHARU BHAU RAUF
133/16(from below)	AND MINISTER OF TOURISM (SHRI SRIKANTA KUMAR	AND MINISTER OF TOURISM (SHRI SRIKANTA
288/16 /2(from below)	SHRI HARADHAN RAY	SHRI HARADHAN ROY
313/19(from below) /18(from below)	Delete 18.34 hrs. Shri Churcill Almac	Shri Churchill Alemao
377/8(from below)	detailed	derailed
394/24(from below) /10(from below)	from Gualior	for Gwalior
419/2	restering	restoring
446/12	borne	born
450/9	passign	passing
467/6 /14(from below) /11(from below)	do frot elated	go Front related

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LOK SABHA

Thursday, July 25, 1996/Sravana 3, 1918 (Saka)
(The Lok Sabha met at Eleven of the Clock)
[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[Translation]

Exploration of Gold and Stones

*221. SHRI DATTA MEGHE :
SHRI KACHARU BHAU RAUT :

Will the Minister of MINES be pleased to state :

(a) the details of the mines from which gold and other precious stones are being extracted. State-wise.

(b) the value of gold and other precious stones extracted during each of the last three years. State-wise;

(c) whether exploration of gold and other precious stones is being undertaken at other places also; and

(d) if so, the details thereof?

[English]

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (d). A statement is laid on the Table of the House

STATEMENT

(a) As per the information available, the details of mines from which gold and precious stones are being extracted in the country are as follows :

State	District	Name of Mines	Owner
1	2	3	4

(a) Gold

Andhra Pradesh	Anantapur	Yeppamana	BGML
	Chittoor	Chigargunta-I	BGML
	Chittoor	Chigargunta-II	BGML
	Chittoor	Old Bisanatham	BGML
Karnataka	Gulbarga	Mangalur	HGML
	Kolar	Mysore-Champion	BGML
	Kolar	Nundydurg	BGML
	Raichur	Hutti	HGML
	Dharwar	Gadag	BGML

(b) Precious Stones

Agate*

Gujarat	Bharuch	Bhimpur Ratanpur	Private
---------	---------	------------------	---------

1	2	3	4
Diamond			
Madhya Pradesh	Panna	Majhagawan Hinota Shallow Diamond Itwan phri khara	NMDC Govt /M P -do-
Garnet *			
Rajasthan	Tonk	Deokhera Gauri	Private -do-
Corrundum			
Andhra Pradesh	Anantpur	Ali Raja Kodganaha	-do-
		Asraffulla Khan	-do-
		C Kudigepeth	-do-
		Thinubalevarahalli	-do-
		Khammam	Vikram
Karnataka	Bellary	Gubbagurthi	-do-
		Navaratan	-do-
		Mahboob	-do-
		Singarapalam	-do-
Madhya Pradesh	Bastar	Kakkuppe M L No 1	Private
		B Ratnam	-do-
Maharashtra	Bhandara	Pohra	-do-
Orissa	Kalahandi	Jilingdhar Mine	M/s Gem Corpn of Orissa
Rajasthan	Tonk	Juwali	Private

Abbreviation

- BGML - Bharat Gold Mines Ltd
- NMDC - National Mineral Development Corpn
- HGML - Hutti Gold Mines Ltd.
- * - Semi Precious Stones

(b) The value of gold and other precious stones extracted State-wise during the last three years is indicated in the enclosed Annexure.

(c) and (d). The Geological Survey of India (GSI), Mineral Exploration Corpn. Ltd. (MECL), Hutti Gold Mines Ltd., and State Directorates of Mining and Geology, of Bihar, Kerala, Madhya Pradesh, Karnataka, Uttar Pradesh, etc., are the agencies which are engaged in carrying out the investigation and exploration of gold in the country. In addition, under the aegis of ongoing Indo-French Working Group on Mineral Exploration and Development, a technical agreement has been signed between BPGM-France and M/s. Kerala Mineral Exploration and Development Corpn (a State Government Undertaking) for taking up exploration and pilot scale mining in Kerala. For precious stones, GSI and the Directorate of Mining and Geology, Madhya Pradesh, Bihar, Rajasthan and Orissa etc., have been actively involved.

ANNEXURE

State-wise Production - 1993-94 to 1995-96

(Value in Rs. '000)

State	Unit	1993-94		1994-95		1995-96	
		Qty.	Value	Qty.	Value	Qty.	Value
(1) Gold							
All India	Kg	2075	1091955	2373	1140752	2036	1078064
Primary Gold (Total)	Kg	1638	934149	1893	926426	1661	927763
Andhra Pradesh	Kg	327	303365	251	221117	237	219667
Karnataka	Kg	1311	630784	1642	705309	1424	708096
Secondary Gold (Total)	Kg	437	157806	480	214326	375	150301
Bihar	Kg	437	157806	480	214326	375	150301
(2) Agate							
All India	T	725	374	602	350	515	302
Gujarat	T	725	374	602	350	515	302
(3) Diamond							
All India	Carat	19222	107649	25518	115128	29895	130904
Madhya Pradesh	Carat	19222	107649	25518	115128	29895	130904
(4) Corundum							
All India	Kg	20709	2692	7782	3567	1410	3769
Andhra Pradesh	Kg	3048	89	4690	73	560	52
Karnataka	Kg	-	-	1500	2	-	-
Madhya Pradesh	Kg	551	2568	812	3488	850	3717
Maharashtra	Kg	150	-	380	1	-	-
Orissa	Kg	29	-	109	1598	214	-
Rajasthan	Kg	161	8	480	3	-	-
(5) Garnet (GEM)							
All India	Kg	841	67	378	30	575	48
Rajasthan	Kg	841	67	378	30	575	48

[Translation]

SHRI DATTA MEGHE : Mr. Deputy Speaker, Sir, my question is very important. The hon. Minister has in his answer said that the Geological Survey of India (951), the Mineral Exploration Corporation Ltd. (MECL), the Hutti Gold Mines Ltd. and State Directorates of Mining and Geology of Bihar, Kerala, Madhya Pradesh, Karnataka, Uttar Pradesh, etc. are the agencies which are engaged in carrying out the investigation and exploration of gold in the country. In addition, there are other companies which are working in this field and their cooperation is being taken. But the figures given by the hon. Minister in reply to my question in respect of exploration of gold and precious stones for the years 1993-94, 1994-95 and 1995-96 indicate that much progress has not been made in their investigation and

exploration. The statement shows that no appreciable work was done during these years. Whatever be the reasons, may it be financial crunch or any other factor, not much progress has been achieved. As you know, Sir, large deposits of mineral gold and diamonds exist in the country, and I think, if Government pays greater attention to and makes greater investment in this sector, it will benefit the country considerably. There are other places also, besides those mentioned in the Statement, which have very good prospects of mining. I would like to know whether Government propose to make higher allocations and pay more attention to the work of expanding mining of gold and diamonds, because diamond has a big global market? My many people are engaged in this profession in our Mumbai City along. Madhya Pradesh, Maharashtra and Rajasthan have precious stone mines. What are the Government's plans

regarding augmentation of production of these minerals?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, India is not self-sufficient in the production of gold and diamonds. India produces only two tonnes of gold and our demand, roughly, estimated around 470 tonnes. We are getting in from foreign countries. The Government is also concerned about it. We would take appropriate action for further recovery of gold in other parts of the country.

[Translation]

SHRI DATTA MEGHE : May I know the allocations made for this year for mining gold and diamonds? What is the official planning in this regard? It is a very big sector. My second supplementary is : What is the cost of production of gold and diamonds in our country vis-a-vis foreign countries? Whether Government propose to employ latest technology in this sector, in view of the good job done under the agreement we had entered into with Singapore some times back? How much expenditure is proposed to be incurred on this sector under the current budget? The present pace of development is not going to help.

Secondly, most valuable minerals like coal, copper, tungsten which are very costly, are available in abundance in Vidarbha region of Maharashtra from where I come. The Government have invested a lot. Surveys have been completed and lay-out sanctioned. But the work has been lying closed for the last two years. What are the reasons for stopping the work when so much expenditure has been incurred and surveys have been completed? It is an important mine and many people can get jobs there.

[English]

MR. SPEAKER : Please put the question now.

[Translation]

SHRI DATTA MEGHE : I would like the hon. Minister to visit the place himself, to bring his officers also and get the work resumed. A lot of money has been spent on the survey. Copper and tungsten is available on large scale. May I know when work on this mine will be resumed?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, the plan allocation for 1995-96 was Rs. 40 crore and for 1996-97, it is Rs. 62 crore.

[Translation]

SHRI DATTA MEGHE : What can be done with this meagre amount? If mining is done regularly, gold worth this amount can be extracted from one mine alone.

[English]

MR. SPEAKER : The Minister is telling you the facts.

SHRI BIRENDRA PRASAD BAISHYA : I have given you the facts only.

Regarding your second supplementary about copper in Maharashtra, the Geological Survey of India has already surveyed it and according to their report, this product is not economically viable.

[Translation]

SHRI DATTA MEGHE : He says it is not viable. It can be made viable. Thousands of Crores of rupees work spent there. Is the hon. Minister prepared to give me time to explain facts to him personally?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, the hon. Member is most welcome to do so.

MR. SPEAKER : He is saying that you are most, you can go and discuss with him.

[Translation]

SHRI KACHARU BHANU RAT : Mr. Speaker, Sir, May I know from the hon. Minister what grade precious stone and gold is found in Rodayal in Bhandara district of Maharashtra and how they are processed? Whether superior grade heavy stone is available in Chandparia or Gardchirauli district of Maharashtra? If so, whether mining operations are proposed to be undertaken after conducting surveys?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, the Geological Survey of India has already made a survey there and according to their report, this is not economically viable.

[Translation]

DR. RAMKRISHNA KUSMARIA : Mr. Speaker, Sir, I come from Panna district where diamond mines are located. The Panna district has a major share in the revenue collected by Government. The allocation made for this mine is too little. The mine produces large number of diamonds. There is large scale smuggling. Last year, a diamond bigger than the Kohinoor was extracted, but the same was smuggled with the connivance of mine management and the State Government and it was replaced by a fake diamond. May I know whether Government will take steps to check this type of smuggling and make proper security arrangements?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, this is a very serious matter and the Government will examine it.

SHRI ISHWAR PRASANNA HAZARIKA : Sir, 60 million carats of rough diamonds are processed by the cutters and polishers numbering 10 lakhs in Gujarat and Maharashtra and only 15,000 carats are produced in India, in the Panna mines of Madhya Pradesh. Since such a large number of workers are dependent on the availability of rough diamonds and polished diamond export is one of the largest items of exports from the country, it is absolutely imperative that serious efforts are made to locate deposits of diamonds in the country. We know that in Heerakund or Boudh river in Orissa there are indications of availability of rough diamonds. Similarly around Golkonda area there are positive indications of availability of diamonds. We have a plethora of organisations like N.M.D.C., M.E.C., Geological Survey of India, Mineral Exploration Corporation etc. but hardly anything is being done to do prospecting for the diamonds.

Secondly, we have precious coloured stones like garnets and rubies in Orissa and Madhya Pradesh and also lapiz-lazuli and sapphire in large quantities in Jammu and Kashmir. No serious effort has been made for organised mining of these stones.

I would like to know from the hon. Minister whether the Ministry has a time-bound programme for exploration, taking advantage of the high technology, the satellite technology that is available today and what is it that it is going to do to ensure organised mining of these stones in Kashmir, Orissa and other areas?

SHRI BIRENDRA PRASAD BAISHYA : Sir, in Kashmir and Orissa and in other areas of the country the Government is interested to adopt the modern technology in the near future.

[Translation]

DR. MURLI MANOHAR JOSHI : Sir this is a very important question and as Shri Hazarika has said, thousands of workers and traders are engaged in this trade. Their future depends on the availability of diamonds and their processing. Our export also depends on it to a large extent. So, may I know from the Government whether the Government of Madhya Pradesh has decided to lease out to a foreign company M/s Dibears, mining of diamonds in Bastar region of Madhya Pradesh and in its adjoining areas in the neighbourhood of Orissa instead of awarding the job to some company who can carry out the mining with the technology available indigenously, and if so whether it does not amount to selling our assets to a foreign Company?

Secondly, whether Government has drawn any prospecting plan for mining in Himalayan and North Eastern regions because our scriptures indicate presence of hidden jewels in these areas? Whether Government has prepared any such Scheme?

Sir, with specific reference to Madhya Pradesh where large deposits of diamonds are available I would like to know why the work of mining has been awarded

to a foreign company on lease basis? Why this job is not being get done by Indian Companies to ensure that countries resources remain in the country? Why some planning is not done to extract hidden wealth in the Northern region and Himalayan region, a mention of which is found in our ancient scriptures?

[English]

SHRI BIRENDRA PRASAD BAISHYA : Sir, this is being looked after by Madhya Pradesh Mineral Development Corporation. The facts are not readily available with us. Regarding the exploration in Jammu and Kashmir...(Interruptions)

DR. MURLI MANOHAR JOSHI : I am asking one simple question-whether you know it or not.

[Translation]

Mr. Speaker, Sir, I have asked as to why mining of diamond has been entrusted or is being entrusted to a foreign company on lease basis by Madhya Pradesh Government. This has not been answered. Does the Minister not have information in this regard? If not, whether this is being done without the approval of Central Government?

[English]

SHRI BIRENDRA PRASAD BAISHYA : It is not readily available with us.

DR. MURLI MANOHAR JOSHI : It is not readily available with you!...(Interruptions)

MR. SPEAKER : Mr. Minister, you collect the information and give it to him.

SHRI BIRENDRA PRASAD BAISHYA : Yes Sir, I will collect the information and personally give to the hon. Member.

[Translation]

DR. MURLI MANOHAR JOSHI : Sir the second part of my question - Whether Government has drawn any plan for exploring the hidden treasurers in the entire Himalayan region right from Jammu and Kashmir and in the North-East region and if not, whether Government propose to chalk out such a scheme—has not been answered.

[English]

MR. SPEAKER : He has already answered the second part of the question.

(Interruptions)

SHRI BIRENDRA PRASAD BAISHYA : Sir, regarding the second supplementary, in Jammu and Kashmir and the North Eastern region survey has already been done by the Geological Survey of India...(Interruptions)

MR. SPEAKER : Shri Mahato.

SHRI BIR SINGH MAHATO (Purulia) : Mr. Speaker, Sir...(Interruptions)

MR. SPEAKER : I have already given the floor to you and you have raised a supplementary. Why are you standing again?

(Interruptions)

MR. SPEAKER : Why do you disturb the other hon. Shri Mahato is on his legs.

SHRI BIR SINGH MAHATO : It is seen that a large number of people are engaged in collecting diamonds by washing the sand in the Subarnarekha river. 'Subarnarekha' means 'swarna rekha' because gold is found in the river. The Subarnarekha river flows in some parts of Singhbhum district of Bihar and in some parts of Purulia district. I would like to know from the hon. Minister whether the State Directorates of Mining and Geology Departments of West Bengal and Bihar have been asked to carry out the investigations and explorations in the Subarnarekha and Tatko rivers.

SHRI BIRENDRA PRASAD BAISHYA : Sir, the Geological Survey of India has made a survey of the Subarnarekha river this year and according to their report, it is not economically viable.

MR. SPEAKER : Question number 222 Shri Ram Tahal Chaudhary

[Translation]

SHRI CHAMAN LAL GUPTA : Mr. Speaker, Sir, he has no knowledge of diamonds being found in border areas... (Interruptions)

[English]

MR. SPEAKER : We are discussing wheat, rice and sugar now and not diamonds.

[Translation]

SHRI CHAMAN LAL GUPTA : Who will tell him?

Supply of Wheat, Rice and Sugar

*222 SHRI RAM TAHAL CHOUDHARY
SHRI SOHANBEER

Will the Minister of FOOD be pleased to state

(a) the quantity of wheat, rice and sugar supplied to each State and Union Territory against their demand during each of the last three years and the current year so far.

(b) whether some of the State Governments have requested the Union Government to increase the quota of above items, and other essential commodities.

(c) if so, the details thereof, and

(d) the steps taken or proposed to be taken to enhance the quota?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV)

(a) to (d). A statement is laid on the Table of the House.

STATEMENT

Statement Referred to in Reply to Parts (a), (b), (c) and (d) of Starred Question no. 222 for Answer in Lok Sabha on 25th July, 1996.

I. Wheat and Rice

(a) Statements showing demand, allocation and offtake of wheat and rice in respect of States/UTs during the financial years 1993-94, 1994-95, 1995-96 and 1996-97 (April-May, 1996) are given in the enclosed Annexures I to IV.

(b) Yes, Sir.

(c) As in July 1996 additional allocations were being made to 13 States viz. Assam, Bihar, Goa, Himachal Pradesh, Karnataka, Kerala, Madhya Pradesh, Meghalaya, Mizoram, Orissa, Sikkim, Tamil Nadu and West Bengal of 2.03 lakh tonnes of rice and 0.69 lakh tonnes of wheat. In addition, six States have recently requested for additional allotments of wheat and rice as at enclosed Annexure-V.

(d) The demands for increase in allocation of wheat and rice are considered by the Inter-Ministerial Committee on Allocation of PDS Commodities and extra allocations are made by Government whenever required.

II. Sugar

(a) to (d) With effect from 1.1.96, the monthly allocation of levy sugar to most of the States/UTs is being made on a uniform norm of 425 grams per capita as per 1991 census. However, allocation of levy sugar at higher rates is being allowed to some of the States/UTs in view of the special circumstances prevailing there. The levy sugar quota to all States/UTs per month works out to about 3.69 lakh tonnes. In addition to above, Government also releases about 1 lakh tonnes per annum as festival quota which is allocated to States/UTs in the months of their choice in proportion to their monthly quota of levy sugar to all States/UTs and yearly Festival Quota being allocated during last three years on the aforesaid basis is given at enclosed Annexure-VI.

III. Kerosene

(a) to (d) Kerosene is allocated to the States/UTs on historical basis, i.e. on the basis of the past supplies. Requests are received from State Governments for additional allocation from time to time. However, on account of constraints of product availability, foreign exchange and heavy subsidy involved, it is not possible to meet the full demand of the States. Nevertheless, a three percent increase was given in the allocation of kerosene for the country as a whole during 1993-94, 1994-95, 1995-96 and 1996-97 over the previous years, wherein more additional quantity was allocated to the States/UTs having less per capita consumption and vice versa.

IV. Edible Oils

(a) to (d). At present there exists gap of about 7-8 lakh MT between the demand and supplies of edible oil. During the the current oil year (Nov-Oct) 1995-96, against estimated demand of 72.4 lakh MT, the net availability of edible oil in the country would be around 65.00 lakh MT. The STC has been authorised to import 2.00 lakh MT edible oil for PDS during February-

October 1996.

V. Soft Coke

(a) to (d). The supply of Soft Cokes to various States is stagnant for the last few years due to declining trend of production. In order to meet the requirement of domestic fuel of various States, CILCOKE has also been allocated.

ANNEXURE - I

Demand (D), Allotment (A) and Offtake (O) of Rice and Wheat from Central Pool During 1993-94

(In '000 tonnes)

S.No.	States/UTs	RICE			WHEAT		
		Demand	Allotment	Offtake	Demand	Allotment	Offtake
1	2	3	4	5	6	7	8
1	Andhra Pradesh	2546.0	2282.5	2172.9	235.00	172.60	117.00
2	Arunachal Pradesh	124.2	124.2	87.4	13.70	7.20	6.50
3	Assam	685.2	510.8	397.3	438.00	260.00	231.80
4	Bihar	317.0	299.2	86.4	1489.20	725.20	427.80
5	Goa	67.2	54.0	39.8	48.50	37.20	22.90
6	Gujarat	414.0	414.0	238.9	790.50	642.00	306.20
7	Haryana	40.0	36.0	16.2	406.42	141.90	74.10
8	Himachal Pradesh	93.1	80.6	77.2	194.00	121.00	107.60
9	Jammu and Kashmir	484.6	434.4	163.0	281.00	240.00	126.00
10	Karnataka	887.0	828.5	597.3	490.00	295.00	257.20
11	Kerala	2604.0	1825.0	1578.3	590.00	350.00	315.50
12	Madhya Pradesh	538.1	490.8	190.9	735.00	492.00	247.40
13	Maharashtra	872.0	858.0	578.0	1210.00	960.00	528.50
14	Manipur	138.5	120.0	49.5	36.80	34.40	24.70
15	Meghalaya	190.5	126.0	111.2	44.00	32.00	29.70
16	Mizoram	120.0	103.2	98.4	20.60	16.80	16.50
17	Nagaland	132.05	112.6	94.9	59.46	40.50	33.10
18	Orissa	464.4	464.4	185.3	410.00	270.00	221.00
19	Punjab	18.0	18.0	5.2	250.00	240.00	12.80
20	Rajasthan	84.7	84.6	18.4	1248.50	1140.00	577.30
21	Sikkim	60.0	54.0	42.7	7.80	7.20	6.10
22	Tamil Nadu	941.6	878.8	856.7	335.00	245.00	235.70
23	Tripura	194.4	194.4	146.8	30.80	21.60	13.90
24	Uttar Pradesh	738.4	535.6	232.5	1295.40	972.60	391.60
25	West Bengal	1166.0	967.2	528.9	1255.00	992.00	821.80
26	A and N Islands	36.0	36.0	-	12.60	12.60	0.40
27	Chandigarh	6.2	3.6	3.4	36.00	21.60	11.00
28	D and N Haveli	6.45	6.0	1.1	3.90	2.40	-
29	Daman and Diu	6.9	6.0	1.2	3.40	1.80	0.30

1	2	3	4	5	6	7	8
30. Delhi		240.0	240.0	143.0	924.00	864.00	558.80
31. Lakshadweep		6.3	6.3	3.3	0.50	0.50	Neg
32. Pondicherry		24.0	24.0	3.4	9.00	9.00	Neg
Total		14246.80	12218.7	8748.5	12904.08	9368.10	5723.20

ANNEXURE -II

Demand, Allocation and Offtake of Rice and Wheat under PDS for the year 1994-95 (P)

(in thousand tonnes)

S.No.	States/UTs	RICE			WHEAT		
		Demand	Allotment	Offtake	Demand	Allotment	Offtake
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2230.00	2230.00	2188.10	180.00	180.00	110.20
2.	Arunachal Pradesh	90.70	90.70	74.50	24.00	15.20	13.70
3.	Assam	470.80	465.80	310.70	394.00	310.00	277.30
4.	Bihar	372.00	372.00	39.60	714.00	714.00	222.30
5.	Goa	67.40	63.00	39.40	48.30	40.30	17.40
6.	Gujarat	414.00	414.00	187.60	642.00	642.00	378.90
7.	Haryana	36.00	36.00	5.90	174.51	151.80	30.90
8.	Himachal Pradesh	144.00	108.00	38.90	180.00	136.00	117.50
9.	Jammu and Kashmir	520.20	520.20	154.10	350.00	350.00	110.20
10.	Karnataka	1307.34	1307.34	648.80	600.00	360.00	269.30
11.	Kerala	2294.00	1800.00	1117.90	675.00	445.00	386.70
12.	Madhya Pradesh	559.74	559.74	162.20	587.94	560.94	142.60
13.	Maharashtra	858.00	858.00	284.50	1200.00	960.00	463.60
14.	Manipur	120.00	120.00	30.60	32.40	32.40	13.20
15.	Meghalaya	240.00	136.00	113.40	45.00	25.00	24.40
16.	Mizoram	122.20	100.00	70.80	24.50	19.50	16.90
17.	Nagaland	89.00	84.00	75.90	72.00	70.00	59.30
18.	Orissa	543.60	543.60	192.50	475.00	415.00	182.30
19.	Punjab	17.25	17.25	1.30	210.00	210.00	2.40
20.	Rajasthan	46.00	46.00	14.50	1443.69	1443.69	528.30
21.	Sikkim	56.10	56.10	33.80	10.00	10.00	8.30
22.	Tamil Nadu	1200.00	1200.00	1224.20	360.00	300.00	155.10
23.	Tripura	194.40	194.40	125.70	36.00	21.60	7.90
24.	Uttar Pradesh	549.60	549.60	197.30	1185.60	1185.60	203.20
25.	West Bengal	932.40	932.40	434.40	1035.00	1035.00	751.60
26.	A and N Islands	31.25	31.25	0.000	8.40	8.40	0.00
27.	Chandigarh	3.60	3.60	3.70	25.20	21.60	0.90
28.	D and N Haveli	6.00	6.00	0.00	2.40	2.40	0.00
29.	Daman and Diu	6.30	6.00	1.90	2.85	1.80	0.00
30.	Delhi	240.00	240.00	53.90	936.00	936.00	205.00

1	2	3	4	5	6	7	8
31.	Lakshadweep	6.30	6.30	6.70	0.50	0.50	0.10
32.	Pondicherry	24.00	24.00	2.90	9.00	9.00	0.00
Total		13792.18	13121.28	7844.70	11683.29	10612.73	4699.50

ANNEXURE - III

*Demand, Allotment and Offtake for Rice and Wheat for Public Distribution System for the year 1995-96
(Provisional)*

(in thousand tonnes)

S No.	State/UTs	RICE			WHEAT		
		Demand	Allotment	Offtake	Demand	Allotment	Offtake
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2620.00	2620.00	2159.20	192.00	192.00	102.60
2.	Arunachal Pradesh	107.46	102.70	90.60	10.67	7.20	5.40
3.	Assam	816.00	568.00	434.50	525.00	360.00	351.80
4.	Bihar	381.60	381.60	23.40	705.60	705.60	227.30
5.	Goa	78.00	78.00	44.80	42.40	42.40	23.50
6.	Gujarat	409.00	409.00	208.70	1153.50	835.50	424.90
7.	Haryana	53.56	53.56	8.40	209.48	209.48	62.40
8.	Himachal Pradesh	144.00	131.00	45.20	165.00	144.00	98.10
9.	Jammu and Kashmir	528.00	528.00	271.70	360.00	360.00	117.90
10.	Karnataka	1443.12	1443.12	942.90	600.00	360.00	219.70
11.	Kerala	1800.00	1800.00	1170.50	740.00	585.00	557.30
12.	Madhya Pradesh	580.16	580.16	204.40	583.92	583.92	136.70
13.	Maharashtra	858.00	858.00	359.70	1200.00	1100.00	612.40
14.	Manipur	120.00	120.00	32.90	33.90	32.40	28.20
15.	Meghalaya	243.00	172.00	164.20	49.00	28.00	27.70
16.	Mizoram	118.00	94.00	93.60	24.00	24.00	23.40
17.	Nagaland	100.00	72.50	71.00	93.50	18.20	21.50
18.	Orissa	790.00	790.00	365.80	420.00	480.00	238.50
19.	Punjab	16.65	16.65	2.00	155.00	155.00	7.60
20.	Rajasthan	52.00	52.00	8.90	1453.92	1453.92	459.20
21.	Sikkim	57.60	57.60	43.20	12.50	12.30	9.80
22.	Tamil Nadu	1675.00	1590.00	1646.20	465.00	310.00	166.10
23.	Tripura	194.40	194.40	148.50	29.40	21.60	9.60
24.	Uttar Pradesh	549.60	549.60	209.50	1185.60	1185.60	225.80
25.	West Bengal	892.60	856.00	447.10	1098.60	1098.60	842.30
26.	A and N Islands	30.00	30.00	0.00	9.00	9.00	0.00
27.	Chandigarh	3.60	3.60	1.10	21.60	21.60	0.90
28.	D and N Haveli	6.30	6.00	1.60	3.05	2.75	0.50
29.	Daman and Diu	7.00	6.70	0.90	3.20	2.15	0.00
30.	Delhi	240.00	240.00	26.50	840.00	840.00	153.30

1	2	3	4	5	6	7	8
31. Lakshadweep		6.30	6.30	4.70	0.50	0.50	0.00
32. Pondicherry		24.00	24.00	2.00	9.00	9.00	0.00
Total		14944.95	14434.49	9233.70	12454.34	11129.72	5154.40

ANNEXURE - IV

Demand, Allocation and Offtake of Rice and Wheat under PDS for the year 1996-97 (April-May, 96) (P)

(in thousand tonnes)

S.No. States/UTs		RICE			WHEAT		
		Demand	Allotment	Off-take	Demand	Allotment	Off-take
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	420.00	360.00	268.00	30.00	30.00	13.10
2.	Arunachal Pradesh	24.88	17.20	16.00	4.96	1.20	0.70
3.	Assam	128.00	98.60	69.90	84.00	60.00	59.10
4.	Bihar	63.60	63.60	1.20	117.60	117.60	33.00
5.	Gujarat	59.00	59.00	42.90	200.00	107.00	90.40
6.	Haryana	10.00	10.00	3.00	20.50	33.12	1.70
7.	Himachal Pradesh	24.00	18.80	10.60	24.00	24.00	14.90
8.	Jammu and Kashmir	88.00	88.00	41.30	60.00	60.00	24.90
9.	Karnataka	240.52	240.52	153.60	100.00	60.00	38.40
10.	Kerala	300.00	300.00	198.70	120.00	100.00	83.60
11.	Madhya Pradesh	92.00	92.00	47.30	97.32	97.32	32.30
12.	Maharashtra	143.00	143.00	80.80	200.00	160.00	112.30
13.	Manipur	20.00	20.00	6.70	6.00	5.40	7.20
14.	Meghalaya	40.00	30.00	28.20	8.00	5.00	4.80
15.	Mizoram	22.00	20.00	17.30	4.00	4.00	3.70
15.	(a) Goa	15.00	15.00	8.40	6.20	6.20	2.90
16.	Nagaland	18.00	12.00	16.20	12.10	1.20	2.00
17.	Orissa	150.00	150.00	69.10	80.00	70.00	59.70
18.	Punjab	3.00	3.00	0.60	16.00	16.00	0.00
19.	Rajasthan	10.00	10.00	2.10	185.00	204.82	99.00
20.	Sikkim	9.60	9.60	9.60	2.20	2.20	1.70
21.	Tamil Nadu	450.00	290.00	244.90	100.00	50.00	21.00
22.	Tripura	32.40	32.40	30.30	5.00	3.60	2.60
23.	Uttar Pradesh	91.60	91.60	44.50	197.60	197.60	34.80
24.	West Bengal	154.67	130.00	82.90	160.00	160.00	137.80
25.	A and N Islands	0.00	0.00	0.00	0.00	0.00	0.00
26.	Chandigarh	0.60	0.60	0.20	1.80	3.60	0.00
27.	D and N Haveli	1.00	1.00	0.80	0.60	0.50	0.00
28.	Daman and Diu	1.20	1.20	0.00	0.60	0.40	0.00
29.	Delhi	40.00	40.00	17.20	100.00	100.00	42.60

1	2	3	4	5	6	7	8
30.	Lakshadweep	0.00	0.90	0.00	0.00	0.00	0.00
31.	Pondicherry	4.00	4.00	0.00	1.50	1.50	0.00
Total		2656.07	2351.12	1513.20	1944.98	1682.26	924.20

All figures are provisional.

ANNEXURE-V

Requests for Additional Allocations of Rice and Wheat

(Figures in Tonnes)

S.No.	State	Additional Demand		Period for which Requested	Remarks
		Rice	Wheat		
1.	Arunachal Pradesh	2000	12 -		
2.	Assam	29,100	12,000	on regular basis	15,000 MT rice has already been sanctioned for flood relief monsoon season. Extra 10,000 MT of rice and 500 MT Wheat has been allowed recently.
3.	Kerala		20,000	Sept. 96	For Onam Festival
4.	Nagaland	5000	3000	June, July & August, 96	
5.	Tamil Nadu	80,000*		Sept. 96	20,000 MT sanctioned for August, 96
6.	West Bengal	10,000	20,000	July & Aug. 96	

* In addition to 74,200 MT additional rice being given per month since March, 94

ANNEXURE - VI

State-wise Monthly Quota of Levy Sugar

(Figures in Metric Tonnes)

S States/Union Territories No	Monthly normal quota w e f 12 87	Revised monthly quota w e f Jan. 96 (on the basis of 1991 Census)	Annual festival quota	
1	2	3	4	
1	Andhra Pradesh	25281	28267	7614
2	Andaman Nicobar	247	282	74
3	Arunachal Pradesh	314	366	94
4	Assam	9617	9524	2896

1	2	3	4	5
5	Bihar	33459	36707	10078
6	Chandigarh	372	391	112
7	Dadra & Nagar Haveli	51	60	14
8	Delhi	9921*	11973	2316
9	Goa	500	508	150
10	Daman	24	26	12
11	Diu	15	17	
12	Gujarat	16194	17557	4878
13	Haryana	6386	6996	1924
14	Himachal Pradesh	2019	2197	608
15	Jammu & Kashmir	3136**	3567	868
16	Karnataka	17769	19117	5350
17	Kerala	11953	12368	3600
18	Lakshadweep	71	81	22
19	Madhya Pradesh	25031	28127	7536

1	2	3	4	5
20.	Maharashtra	29938	33550	9014
21.	Manipur	694	782	208
22.	Meghalaya	662	752	200
23.	Mizoram	261	293	78
24.	Nagaland	426	542	128
25.	Orissa	12393	13456	3730
26.	Pondicherry	305	360	64
27.	Karaikal	73	86	18
28.	Mahe	15	18	4
29.	Yanam	7	8	2
30.	Punjab	7945	8619	2392
31.	Rajasthan	16914	18704	5092
32.	Sikkim	165	174	50
33.	Tamil Nadu	22547	23741	6790
34.	Tripura	1001	1173	302
35.	Uttar Pradesh	52926	59122	15936
36.	West Bengal	25888	28934	7796
37.	Bhutan	300	315	50
Grand Total		334820	368760	100000

* w.e.f. July, 1993

** w.e.f. Feb., 1994

*** Over and above 5% ad-hoc increase allowed from August, 1991 to March, 1994, withdrawn in April 1994 and again restored in September, 1995 and continued upto 31.12.1995

[Translation]

SHRI RAM TAHAL CHOUDHARY : Mr. Speaker, Sir. I wanted to know the quantity of wheat, rice and sugar allocated during the last three years against the demands year-wise, state-wise and Union Territory-wise. The answer given is most unsatisfactory. I had asked for the information about the quantities distributed by each State. The figures for 1993-94 show that Bihar was allocated 299.2 thousand tonnes against the demand for 317 thousand tonne and it lifted only 46.4 thousand tonne. Similarly, lifting remained much below the allocation in respect of other states. What are the reasons for this lower movement? Sir, I have a little knowledge of this. Some times, wheat and rice are rotton and states refuse to lift them. But I would like to know the reasons why such low quantities were lifted by every state.

Second, the figures given in respect of sugar and kerosene do not indicate the quantity allocated and the quantity lifted. The figures have been manipulated very cleverly. As far as I know, the entire allocation of sugar and kerosene has been lifted because these items are sold in black-market and wheat and rice are not lifted because they are not profitable.

Sir, a special quota of sugar is given for festivals. In my block, sugar was allocated for Dashera festival but the same was not lifted. Similarly, the quota for Muharam was also not lifted. The dealers, with the connivance of concerned officers and inspectors lift this quota after wards and sell it in black market. I would like to know why the quota of wheat and rice is not lifted and what quantity of sugar and kerosene is allocated and how much of it is lifted? Whether allocations are made as per the demands?

SHRI DEVENDRA PRASAD YADAV : Sir, the hon. Member has perhaps not read annexure 6 which contains information about sugar and kerosene. He has mentioned Bihar. The movement of allocation depends on concerned State's resources. If they have the money, they lift the entire quota. There are some states which lifted 100% allocation... (Interruptions)

[English]

MR. SPEAKER : Please listen to his answer

[Translation]

SHRI DEVENDRA PRASAD YADAV : Please have patience to listen the answer. (Interruptions) 317 thousand tonne was allocated and 299 thousand tonne out of it was allotted and only 86.4 thousand tonne was lifted. It depend upon States. It is not the responsibility of the Centre. We make allocations, allotments but lifting is States responsibility... (Interruptions)

[English]

MR. SPEAKER : I have not allowed you. The hon. Member has the right to put his second supplementary.

[Translation]

SHRI RAM TAHAL CHOUDHARY : They lift the quota of sugar and Kerosene and not that of wheat and rice. So, their quota of sugar and Kerosene should be stopped. (Interruptions) The hon. Minister in reply to part (a) has said that it meets the requirement of domestic fuel. I come from Ranchi. Soft coal is not available anywhere even for Rs. 100/- What I want to stress is that whatever commodities Government may allocate, it must ensure their proper distribution. What steps are being taken to check the corruption prevalent in the distribution system? (Interruptions)

[English]

MR. SPEAKER : Please do not lengthen your question.

[Translation]

SHRI RAM TAHAL CHOUDHARY : Please do not do it on party lines. But ensure proper distribution whether he will adopt certain measure to ensure flawless distribution of these commodities?

SHRI DEVENDRA PRASAD YADAV : He was talking of soft coke. In Ranchi in the whole of Bihar ...*(Interruptions)*

[English]

MR. SPEAKER : Please let the hon. Minister give the answer first I will try to accommodate as many Members as possible

[Translation]

SHRI DEVENDRA PRASAD YADAV : In 1995-96, 124 lakh tonne was allotted against the demand and the entire quantity was lifted. *(Interruptions)* Allotment is the responsibility on the Central Government and the movement that of State Governments. The entire allotment was lifted. The State Government lifted 24 thousand tonne. It is a positive side. The soft coke produced more smoke and, therefore, production declined slightly. We shall improve the quality and try to increase production...*(Interruptions)*

[English]

MR. SPEAKER : Now, Shri Sohanveer to speak. Shri Rajashwar Rao, I will call your name after him.

[Translation]

SHRI SOHANBEER : Mr. Speaker, Sir, the Kerosene supplied from here for P.D.S. is mixed in petrol and diesel. Fifty percent Kerosene is mixed in diesel. This results in break down of tractors of farmers and other machines. The rural poor living in jhoparis use diesel to lit their lamps because they do not get kerosene. The entire quota of kerosene is black marketed on the way. What is the hon. Minister of going to do for this? Either bring the kerosene price at par with diesel price or bring down the price of diesel...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV : Sir, as far as kerosene is concerned, hundred percent of it is imported and it is sold through P.D.S. at below the cost price. At present it is sold at P.D.S. at Rs. 2.80 per liter and its market rate is Rs. 7 per liter. We do this...*(Interruptions)* I am coming to rural areas. Please have patience. Regarding allocation of Kerosene for rural areas...*(Interruptions)* I am telling on the basis of facts...*(Interruptions)* If you interrupt like this, I shall not be able to reply. I would like to say that I have full figures with me.

In eight States, kerosene allocation is below national average. I shall come to other States also. We have tried to augment kerosene allocation. We propose to increase the allocation by three percent at country level and it is going to be effective soon. Orissa, Bihar, Madhya Pradesh, Rajasthan, Andhra Pradesh, Uttar Pradesh, Kerala and Haryana are the State whose allocation is below national average by three percent

...*(Interruptions)* Please listen. We are increasing. We have increased recently. Please listen to me.

[English]

MR. SPEAKER : Please listen to the answer being given by the hon. Minister. You are only interested in putting your question. But you are not interested in the answer.

[Translation]

SHRI DEVENDRA PRASAD YADAV : Should I give a comparative statement. If he wants, I can give state-wise figures. It is highest in Chandigarh. It is 33.25 per cent per capita per annum...*(Interruptions)*

[English]

SHRI P.V. RAJESHWAR RAO : May I know from the hon. Minister whether the Government of Andhra Pradesh has requested for more allocation of rice, wheat and kerosene? If so, what action has he taken?

[Translation]

SHRI DEVENDRA PRASAD YADAV : It is 60.19 liter per capita per annum in Orissa.

SHRI LALMUNI CHAUBEY : He has not answered the point about production. Ministry of Environment is also involved so far as finished product is concerned. In Bihar...*(Interruptions)*

[English]

MR. SPEAKER : The hon. Member Shri P.V. Rajeshwar Rao is not asking about the present allocation. He is asking about the present allocation. He is asking about additional allocation.

[Translation]

SHRI DEVENDRA PRASAD YADAV : It includes Tamil Nadu, Karnataka and Goa.

[English]

MR. SPEAKER : You can collect the information and give it to the hon. Member.

[Translation]

SHRI DEVENDRA PRASAD YADAV : We have received a letter from Andhra Pradesh only yesterday. For all other states, I have the figures with me. We are going to take a decision about Andhra Pradesh during this week.

SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA : In the Annexure-6 of the written answer the hon. Minister has said that this quota has been allocated on the basis of 1991 census and not on the basis of 1996 census. Quota for Mumbai, Maharashtra and other State should be given on the basis of 1996 census. I would like to know the amount of quota proposed to be released keeping in view the ensuing festivals?

SHRI DEVENDRA PRASAD YADAV : Census is carried out after every 10 years. We release the quota to the states on population basis. But under special circumstances and during natural calamities, we have been releasing enhanced quota and we will continue to do so.

SHRI RAMENDRA KUMAR : So far soft coke and sugar are concerned, 100% quota is lifted, but same is not the case with wheat and rice the reason being the former are sold in black market while there is not much difference in the P.D.S. and market prices of wheat and rice and they are, therefore, not lifted. Whether Government propose to take steps to curb blackmarketing of soft coke and sugar?...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV : I have written only day before yesterday to all the states to check diversion if any, of kerosene sugar, soft coke or other items. It is under their control...*(Interruptions)*

[English]

SHRI RAMENDRA KUMAR : He is misleading the House.

[Translation]

SHRI DEVENDRA PRASAD YADAV : It is under the jurisdiction of state to check diversion. We are also making efforts in this direction. I had raised this issue in the Chief Ministers conference and exhorted them that it was their responsibility to check diversions. I have given correct answers to the points raised by hon. Members...*(Interruptions)* SHRI RAM KRIPAL YADAV : Sir, the people of the country know, and I am asking with that spirit...*(Interruptions)* the entire country is concerned. People want to know the present stock position of wheat rice and sugar. My second question is : whether we are going to face starvation like situation this year and whether there is need to import foodgrains. I want answer to these three questions.

SHRI DEVENDRA PRASAD YADAV : Mr. Speaker, Sir, as per the data available with me, the stocks as on 1-7-1996 are : rice 128 lakh tonne, wheat 145 lakh tonne and sugar 115 lakh tonne. The stocks are likely to go up because season ends in September. So, the Government have sufficient stock of foodgrains and there is no shortage and hence no question of going in for import. The Government shall not allow even one person to die of starvation.

SHRI SHIVRAJ SINGH : Sir, Madhya Pradesh is also not getting full quota of kerosene and sugar. It has a population of 6 crore at present. It is getting only half of its quota. A Sugar based on the norms of 425 gram per unit and it can never reach the poor people in the villages. So, I would like to know from the hon. Minister what steps he proposes take to increase Madhya Pradesh's sugar quota to 425 gram per unit and also to augment its quota of kerosene as it is used by very common man and, not by Tatas, Birlas and Hindujas.

because the United Front Government is committed to the welfare of the poor?

SHRI DEVENDRA PRASAD YADAV : We release 3 lakh 69 thousand tonne of levy sugar every month for the entire country and for Madhya Pradesh this month's allocation is 28,127 tonne. As for increase in quota, it is released on the basis of 425 gram per unit.

[English]

This is on the basis of population census of 1991.

[Translation]

But we have received demands from Madhya Pradesh, Andhra Pradesh, Maharashtra, Assam etc. for increasing the quota on the basis of present population and Government is considering the question of increasing this quota.

[English]

MR. SPEAKER : Please ask your question now.

[Translation]

SHRI SHIVRAJ SINGH : The time by which he proposes to increase the quota?...*(Interruptions)*

[English]

SHRI A.C. JOS : Sir, as far as Kerala is concerned, I have got a very important question.

MR. SPEAKER : You ask that.

SHRI A.C. JOS : The Government of Kerala was given 12,500 tonnes of sugar this year. But at the same time, sugar prices have been raised to a very great extent. This way, every time, we have been incurring a loss of about Rs.1,200, which means that the Kerala Civil Supplies Corporation will be losing Rs.2.45 crore a month or about Rs.30 crore per year. There is a Fund called the Sugar Price Equalisation Fund. But the Government is not releasing money to it. The State Government has released Rs.6.7 crore which was given by the Food Corporation of India. Even though the Kerala State Civil Supplies Corporation functions well, controls wells, yet the public distribution system is going to come to a grinding halt. The Chief Minister as well as our Food Minister had written to the Minister about this. My question is : Will the Government take action to release money to the Sugar Price Equalisation Fund as early as possible?

[Translation]

SHRI DEVENDRA PRASAD YADAV : Sir, sugar is the single essential item which is sold at a consumer price of Rs 9.05 per k.g. throughout the country. He has demanded increased quota. The market prices of sugar have gone upto Rs 14 to Rs 18 per kg. it is the responsibility of the state Government to manage market price. We have exercised some control on sugar. It is supplied at Rs. 9.05 through Public Distribution System. Kerala is managing very well.

[English]

SHRI A.C. JOS (Idukki) : What about releasing money to the Sugar Price Equalisation Fund?

[Translation]

Quality Programmes

+

*233. KUMARI UMA BHARATI :

DR. RAMKRISHNA KUSMARIA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have received complaints regarding poor quality of Doordarshan programmes during the last one year;

(b) if so, the details thereof and the action taken thereon.

(c) whether the Government propose to ban obscene films and programmes on all channel of Doordarshan; and

(d) if so, the time by which this is likely to be implemented?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Complaints/suggestions regarding the quality of Doordarshan programmes are received from time to time. These are taken into consideration with a view to bring about improvement in the quality of programmes. However, no centralised record of such complaints/suggestions is maintained.

(c) and (d). Doordarshan previews all its programmes including films before telecast to ensure that nothing obscene goes on the air.

[Translation]

KUMARI UMA BHARATI : Mr. Speaker, Sir, after the accident, I am unable to stand on my feet and therefore, I beg of the House and of you to permit me to speak while sitting. But I would urge upon the hon'ble Minister to take my question very seriously.

[English]

MR. SPEAKER : Yes, I have permitted you to keep sitting while asking the question.

[Translation]

KUMARI UMA BHARATI : Sir, I have come here in the House because of the importance of the question I have asked. The reply given by the hon'ble minister Shri C.M. Ibrahim is the same as was communicated to me in writing earlier. Can the programmes, advertisement state and films being telecast over the

Doordarshan be viewed by father-daughter, brother-sister, mother-son sitting together in the room? Has the Ministry of Information and Broadcasting given serious thought to it? These programmes are destroying and aberrating the Indian cultural values. Our culture is being distorted. Infact, the Doordarshan is playing a major role in spoiling the future of our younger generation, our children, who are the future of India. So, I would like to know from the hon'ble Minister, as he has said in his answer, the programmes or films are previewed before they are telecast over the Doordarshan, who are the people who preview these programmes and films? What sort of previewing they do? They approve the programmes, advertisements, tele-serials and films which are not at all worthy of telecast of obscene and vulgar films, programmes! The people responsible for previewing should be got examined by the psychiatrist. May I know the particulars of the persons entrusted with the job of previewing?

SHRI C.M. IBRAHIM : Had I given complete answer, then, nothing would have been left for you to put your supplementaries.

KUMARI UMA BHARATI : Much would have been left. He has not given anything. He need not bother about this.

SHRI C.M. IBRAHIM : Sir, the Doordarshan programme telecast accounts for 140 hours per week and recently a delegation from the High Court viewed 100 films and they found 77 films acceptable out of 82 films. Only 5-6-7 films were certified as unworthy of being viewed by children. We have a population of 90 crore and each one of them has his own way of thinking. It is very difficult to satisfy all of them. If the CFCB clears a programme showing half clad pictures and vulgar scenes, it is not accepted by the people... (Interruptions)

JUSTICE GUMAN MAL LODHA : Who is not accepting... (Interruptions)

SHRI C.M. IBRAHIM : You may accept it. What I mean to say is that there is STAR TV, and other foreign channels. As far as Doordarshan is concerned, it does receive complaints. We have tried comprehensively to check objectionable scenes. The High Court had referred to the judgement given by a metropolitan Magistrate that the entire programme should be certified by the Central Film Censor Board. But it is very difficult to constitute committees for 150 hour programmes. How many committees will I set up? I will have to close down the Doordarshan. I cannot telecast programmes here... (Interruptions) I will have to stage Bhairavi... (Interruptions)

KUMARI UMA BHARATI : Sir, he is not giving relevant answer. This will no do... (Interruptions)

[English]

MR. SPEAKER : Let him complete please.

[Translation]

SHRI C.M. IBRAHIM : I am myself a vocal singer
...(Interruptions)

KUMARI UMA BHARATI : Please reply to the questions I have asked.

[English]

JUSTICE GUMAN MAL LODHA : How can you defy the High Court...(Interruptions) It has given orders.

[Translation]

SHRI C.M. IBRAHIM : I am myself a Vocal Singer. How can I say this?

KUMARI UMA BHARATI : Sir, I am not asking what style he sings, what style he dances. I only want to know the names of those who do previewing.

SHRI C.M. IBRAHIM : I am standing here to answer these questions.

KUMARI UMA BHARATI : He is taking too much time to answer the question.

SHRI C.M. IBRAHIM : I would like to assure the hon'ble members that a consultative committee is being constituted and whatever observations are made by the Committee for containing obscenity my department will accept and implement these observations. She can tell me how should I do? I am prepared to accept whatever decisions the Consultative Committee may take. It is only 6 weeks ago the orders were passed and we shall try our best to comply with them. The telecast of certain advertisements have been over ruled by my sister Sushmaji. I called for the file yesterday and I found the decision correct. I ordered to stop telecast thereof. We are not prepared to view then...(Interruptions)

SHRIMATI SUSHMA SWARAJ : What you did is very good.

[English]

SHRI C.M. IBRAHIM : Yes I have done that when you have taken a step - and you are like my sister - How can I reverse it.

[Translation]

SHRIMATI SUSHMA SWARAJ : That is why I asked you to see the decision taken by me. (Interruptions) It is good that you okayed my decision. I am grateful to you.

KUMARI UMA BHARATI : Sir, second part of my question is very small. They are going to constitute a Consultative Committee. I would like to know the time by which it would be constituted. We have been struggling for the last three years to stop telecast of obscene scenes over Doordarshan. Shri K.P. Singh Deo was the Information and Broadcasting Minister at that time. The hon'ble Minister must commit the time limit of constituting consultative committee on the floor of this

House...(Interruptions)

SHRI C.M. IBRAHIM : This is the job of the hon'ble Speaker...(Interruptions) I am in favour of that
...(Interruptions)

SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA : You should give more representation to women members in this committee.

SHRI C.M. IBRAHIM : I agree with you. I also want more representation for women.

[English]

MR. SPEAKER : Mr. Minister, the consultative committee has to be constituted by the Ministry of Parliamentary Affairs.

[Translation]

DR. RAMKRISHNA KUSUMARIA : Sir, the hon'ble minister has in his reply said that no record of complaints and suggestions is maintained. Will he forget what we are discussing here and the suggestions being made by us and I am sure he will forget. The government is not very serious about it. May I know whether members of Parliament will be included in the preview committee? The satellite channels are broadcasting more obscene programmes. What steps are being taken to check them.

SHRI C.M. IBRAHIM : Sir, I would like to say that we receive hundreds of complaints daily and I have ordered only yesterday that an officer of the rank of Deputy Director should be given charge of resolving these complaints and the complaints should be feeded into the computer. A Weekly Action Taken Report should be submitted not only to the Director General, Doordarshan but to the concerned Minister also.

As for controlling the foreign channels, we do have adequate official machinery and some other issues are also involved. The Supreme Court's directions are there. We shall try our best to stop them when it is convenient.

[English]

SHRI MANORANJAN BHAKTA : Mr. Speaker, Sir, while replying, the hon. Minister has agreed that a large number of complaints are being received and the Department is trying to resolve them in order to improve the quality of the programmes. In the last few years, the Doordarshan coverage has expanded to a large extent and a number of new studios have also come up. I would like to know from the hon. Minister, in view of this, whether he has brought sufficient number of staff to man these studios and to improve the quality of the programmes. If not, what action has he taken to appoint adequate number of staff?

SHRI C.M. IBRAHIM : Sir, what the hon. Member has said is true. If the hon. Minister of Finance had been present here, my problem would have been solved.

We are running short of 2,200 people. We have sent a request to the Ministry of Finance. There are about sixty six television stations which could not be opened even after completion, for lack of staff. Once the Ministry of Finance clears it, we will have sufficient number of staff.

[Translation]

SHRI SUBRATA MUKHERJEE : I hope the hon'ble Minister will take seriously the answer given by him. For some time, nude and obscene scenes in advertisement slots are being telecast just to earn money. Whether the Minister will prohibit telecast of obscene and vulgar advertisements alongwith obscene T.V. programmes?

SHRI C.M. IBRAHIM : We shall try to prohibit telecast of such scenes if complaints are received... (Interruptions)

DR. SATYANARAYAN JATIA : Sir, I would like to know from the hon'ble Minister, what steps he proposes to take to check foreign broadcasts which are not worth telecasting and viewing. The TV programmes or serials are not only entertainment. They must be purposeful and must have some aims behind them so, we must make a day today preview of the quality and contents of such programmes. Whether he proposes to setup any committee to select the programmes for telecast?

SHRI C.M. IBRAHIM : Sir, I am thankful to the hon'ble Member for giving a good suggestion. He has said that the teleserials should be purposeful. Earlier, we had three hour serials and now we telecast serials continuously for three years. I want some restriction on the number of episodes. The maximum number of episodes should ideally be 26, it may go up to 50, but it is going even upto 600. We are not putting any restriction. I have instructed my officers to put up files to me immediately. As far as possible their time should be reduced. There may be some technicality in this regard but that will also be resolved at an appropriate time.

Promotion of tourism

*225. SHRI K.D. SULTANPURI : Will the Minister of TOURISM be pleased to state :

(a) the States where the Union Government have taken steps to promote tourism;

(b) whether any provision has been made to promote tourism in the country, particularly in Himachal Pradesh;

(c) if so, the details of the tourist spots for which funds are being provided;

(d) whether, the tourism industry has registered heavy decline during the last three years; and

(e) if so, the details thereof?

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (e). A statement is laid on the table of the House.

STATEMENT

Identification, development and promotion of tourism spots in the country are primarily the responsibility of the State/Union Territories. The Department of Tourism, Govt. of India, release central financial assistance for development and promotion of tourism in all the States and Union Territories on receipt of Specific project proposals sent by them which are complete in all respects and on the basis of interse priority and availability of funds. The details of projects sanctioned during the year 1995-96 in respect of Himachal Pradesh are as follows:-

S.No.	Name of the project/scheme	Amount sanctioned (Rs. in lakhs)
HIMACHAL PRADESH		
1.	Construction of yatri niwas at Bharmour, Chamba	45.66
2.	Construction of tourist complex at Khadralla, Shimla	29.83
3.	Construction of tourist complex at Rohru, Distt. Shimla	29.83
4.	Tourist complex at Dalhousie	29.83
5.	Tourist complex at Solan	29.83
6.	Tourist complex at Kufri	29.83
7.	Tented accommodation	10.00
8.	Angler huts	6.00
9.	Tourist complex at Chindi (Mandi)	29.83
10.	Tourist complex at Palampur	35.98
11.	Tourist complex at Saravari	29.83
12.	Wayside facilities at Ghaga	29.83
13.	Fairs and festivals	18.92
14.	Publicity	18.19
Total		373.39

The tourism industry has not registered any decline during the last three years.

[Translation]

SHRI K.D. SULTANPURI : Sir, the hon'ble Minister in his reply has given the breakup of Rs.373.39 lakh sanctioned for the promotion and development of tourism in Himachal Pradesh. All the I.T.D.C. hotels are built to promote tourism. Whether the government will include

Himachal Pradesh, which is a hilly state and most parts of which receive snow fall, into the central plan for development of tourism?

SHRI SRIKANT JENA : The Government of India will definitely help the Himachal Pradesh Government if any proposals for the promotion of tourism in the state are received.

SHRI K.D. SULTANPURI : Sir, the J & K is affected by terrorism - ofcourse, now peace has prevailed there and the tourists have diverted to Manali, Remaka and Shimla. In view of this, whether the Government of India will forward any proposal to the State Government for development of tourist places like Kasauli, Sapatu, Jatog, Nahan and Remka. There are some spots which receive snowfall the whole year and these places are in my constituency. Whether he will take steps to promote tourisms in these places or will leave it to the will of State Government? Whether Government of India is prepared to provide subsidy or assistance to those who are interested or want to take initiative in promoting tourism and want to set up Hotels there?

[English]

SHRI SRIKANTA JENA : Basically, to encourage tourism, there is an action plan which was announced in 1992. There are many proposals which are pending in respect of Himachal Pradesh; and we have also assisted from our side, in respect of the proposals which were sent by the Government of Himachal Pradesh. A special circuit is also being proposed. In the national action plan of 1992, there is 'Kullu-Manali-eh' circuit which was identified and the intensive development of this travel circuit is being considered.

[Translation]

Besides, if private entrepreneurs or banks come forward to set up hotels there, they can be given all the facilities available under 1992 Action Plan. We would definitely help there.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Austerity Measures

*224. SHRI VINAY KATIYAR :
SHRI O.P. JINDAL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether his Ministry has decided to adopt austerity measures;

(b) if so, the details thereof;

(c) the extent of austerity measures proposed to be taken; and

(d) the amount likely to be saved therefrom during 1996-97?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Instructions on austerity measures issued by the Government from time to time are being followed by this Ministry. This has been a continuous process.

(d) While finalising budget estimates of this Ministry for 1996-97, the likely savings arising out of austerity measures have already been kept in view. However, exact savings during the current financial year cannot be quantified at this stage.

[English]

Allotment of time to Advertisement

*226. SHRI SRIBALLAV PANIGRAHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there was a contract by his Ministry regarding allotment of advertisements times/slots before and after the serial Jai Hanuman and Krishna;

(b) if so, the details thereof;

(c) the amount earned by the Doordarshan through the above advertisements, serial-wise, and

(d) the reasons for giving blanket time to private producers for sponsorship etc ?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) There is a contract between Doordarshan and producers.

(b) Shri Krishna is being telecast on DD-1 at a minimum guarantee fee of Rs 25 lakhs (per episode) with the sponsors getting Free Commercial Time (FCT) of 490 seconds. If any additional spots are booked, Doordarshan charges @ Rs.85,000/- per ten seconds. Serial Jai Hanuman is being telecast on DD-2 at a minimum guarantee fee of Rs.8.2 lakhs (per episode) and the sponsors are given an FCT of 720 seconds.

(c) The details are as under :-

Shri Krishna	Rs.562.02 Lakhs (Gross) for 12 episodes telecast from 28.04.96 to 21.07.96
Jai Hanuman	Rs.57.40 lakhs (Gross) for 7 episodes telecast from 09.06.96 to 21.07.96

(d) No blanket time is given.

Modernisation of Postal Services

*227. SHRI MOHAN RAWALE : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Department of Posts had initiated a plan for mechanisation and modernisation of postal services in the country during the current Plan period.

(b) if so, the details thereof;

(c) the extent to which achievements have been made in this regard as on March 31, 1996;

(d) the plan outlay provided in the Eighth Five Year plan for the purpose and the amount utilised upto March 31, 1996 on this account; and

(e) the schemes proposed to be taken up to make further improvements in the postal services?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) to (e). The Eighth Five Year Plan objectives of the Department of Post, inter alia, envisaged modernising the system by induction of technology. The objective is to be achieved through induction of Computer based technology in different areas of activities with specific emphasis on counter services.

The specific programmes of mechanisation and modernisation formulated for this purpose are :

- Introduction of computer based multi-purpose counter machines.
- Automatisation of mail processing in important large centres.
- Setting up of Very Small Aperture Terminals (VSAT) Network for speedy transmission of money orders and provision of other value added services.
- Use of computers for Savings Bank, Postal Life Insurance (PLI) and Speed Post operations.
- Modernisation of the counter services and the front office through upgradation of work environment and improved customer facilities.
- Providing upgraded operational equipments in more important offices to speed up work processes and eliminate drudgery of work.

The extent of achievements in the schemes for mechanisation and modernisation, the plan outlay provided in the Eighth Five Year Plan for the purpose and the amounts utilised upto March 31, 1996 are indicated in the enclosed statement I Statement II and Statement-III respectively

The schemes introduced are being consolidated for wider coverage and optimal utilisation of resources in order to extend the benefit of technology to a larger section of customer including those in the rural area.

STATEMENT-I

Physical Achievement in the Schemes during the First four years of the Eighth Plan period

S. No.	Name of Scheme	Target Eighth Five Year Plan	Achievement as on 31.3.96 Plan
1. Upgradation of Technology			
a.	Installation of Multipurpose counter machines	5000	2300
b.	Mechanisation of Mail Handling	3	2
c.	Installation of VSAT network	75 (Stations)	61 (Stations)
d.	Modernisation of Post Offices	No specific target set	481
e.	Installation of Track & Trace system for Speed Post	-	2
f.	Electronic Franking Machine	-	40
g.	Machine Made hand cancellor	25000	18000
h.	Stamp cancelling machine	No target set	255
2. Postal Life Insurance			
a.	Computerisation of PLI work in Circles	11	11
3. National Savings			
a.	Computerisation of counter operations in post offices	5HOs	5HOs
b.	Savings Bank Control Organisation computerisation	No target set	107
4. Materials Management			
a.	Computerisation of Postal Store Depots	46	46

STATEMENT-II

Plan Outlay Provided in the Eighth Five Year Plan 1992-97 for Mechanisation and Modernisation

Scheme	Eighth Plan Outlay (In Rs. Crores)
1	2
1 Upgradation of Technology	132.53
2 Postal Life Insurance	5.77

1	2
3. National Savings	2.50
4. Materials Management	4.90
Total	145.70

STATEMENT-III

Funds utilised upto March 31, 1996 Under various schemes of Mechanisation and modernisation

Scheme	Expenditure upto 31.3.95 (Rs. in crores)	Anticipated Expenditure during 95-96 (In Rs. crores)	Total as on 31.3.96 (Rs. in crores)
1. Upgradation of Technology	55.94	46.82	103.74
2. Postal Life	1.40	1.63	3.03
3. National Savings	0.98	Merged with Scheme-1	
4. Materials	1.54	0.47	2.01
Total	59.86	48.92	108.78

Speed Post Service

*228. SHRI DEVI BUX SINGH :
DR. RAMESH CHAND TOMAR :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the names of the metropolitan/cities in the country in which Speed Post Service has been introduced;

(b) the position of Speed Post in comparison to the private courier companies in the country;

(c) whether the Speed Post Service is running in loss due to private courier companies; and

(d) if so, the steps taken by the Government to make the above service profitable?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) National Speed Post Service has been introduced in 70 cities, as per details given in enclosed statement

(b) Speed Post Service is well positioned vis-a-vis Private Courier companies in the country.

(c) No Sir, Speed Post generates additional revenue for the Department.

(d) In view of (c) above, does not arise.

STATEMENT

Speed Post Network

S. No	Name of the Circle	No. of National Speed Post Centres	Name of the centres
1	2	3	4
1.	Andhra Pradesh	4	Hyderabad Tirupati Vijayawada Visakhapatnam
2.	Assam	2	Guwahati Silchar
3.	Bihar	4	Dhanbad Jamshedpur Patna Ranchi
4.	Delhi	1	Delhi
5.	Gujarat	3	Ahmedabad Surat Vadodara
6.	Haryana	2	Faridabad Gurgaon
7.	Himachal Pradesh	1	Shimla
8.	J & K	2	Jammu Srinagar
9.	Karnataka	3	Bangalore Mysore Mangalore
10.	Kerala	7	Aluva Kozhikode Kochi Kollam Kottayam Thriruvananthapuram Trissur
11.	M.P.	4	Bhopal Indore Raipur Gwalior
12.	Maharashtra	5	Mumbai Nagpur Panaji Pune Nasik
13.	N.E.	3	Agartala Imphal Shillong
14.	Orissa	2	Bhubaneshwar Cuttack

1	2	3	4
15.	Punjab	3	Chandigarh Jalandhar Ludhiana
16.	Rajasthan	3	Jaipur Jodhpur Udaipur
17.	Tamil Nadu	8	Coimbatore Madras Madurai Pondicherry Salem Trichy Tirupur Kanchipuram
18.	Uttar Pradesh	9	Agra Allahabad Dehradun Gorakhpur Lucknow Meerut Moradabad Kanpur Varanasi
19.	West Bengal	4	Calcutta Howrah Siliguri Gangtok

Price of Wheat and Rice

*229. SHRI NITISH KUMAR :

JUSTICE GUMAN MAL LODHA :

Will the Minister of FOOD be pleased to state :

(a) whether the Food Corporation of India has increased the prices of wheat and rice in the open market several times during the last years.

(b) if so, the details of prices increased in each time during 1993-94 and till date, item-wise;

(c) whether these price hikes, instead of controlling the prices have increased the possibilities of further hike in foodgrain prices in the open market of the country;

(d) if not, the reaction of the Government thereto; and

(e) whether the FCI sells foodgrains in the open market in order to check market price of foodgrains?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) and (b). Statements indicating the changes in prices of open sale of wheat and rice of domestic consumption by Food Corporation of India from 1993-94 till date, are at enclosed statement-I and II and Statement-III and IV respectively. Price of wheat were reduced on six occasions and increased on seven occasions and prices of rice were reduced on six occasions and increased on four occasions.

(c) and (d). Open sales of rice and wheat by FCI had a sobering effect on the market prices of wheat and rice. In absence of the open sales market prices of wheat and rice would have registered a much higher rise.

(e) FCI was allowed to make open sales of wheat and rice on the following important grounds:

- (i) to release much needed storage space for fresh procurement;
- (ii) to reduce the carrying cost of stocks with FCI;
- (iii) to exercise as a measures of marketing intervention for a sobering effect on the open market prices;
- (iv) to reduce, to some extent the burden on food subsidy

STATEMENT-I

Sale Price of Wheat fixed for the Months of Nov.'93 to March,'95

(Rate Rs /per MT)

S.No.	Name of the State	Nov. 93	Dec. 93 & Jan. 95	Feb. & Mar. 94	Apr. 94	May, June, July, 94	Aug. & Sept. 94	Oct. & Nov. 94	Dec. 94	Jan. 95 to Mar. 95
1	2	3	4	5	6	7	8	9	10	11
1.	Punjab/Haryana/U.P.	3850	3850	4100	4100	4100	4150	4200	4150	4100
2.	Delhi	4050	4050	4250	4250	4200	4250	4300	4200	4150
3.	Rajasthan	4000	3950	4150	4150	4150	4200	4250	4200	4150
4.	J & K/H.P.	4000	4000	4200	4200	4200	4250	3300	4200	4150

1	2	3	4	5	6	7	8	9	10	11
5.	Maharashtra	4450	4400	4650	4500	4500	4550	4600	4550	4500
6.	Gujarat	4300	4250	4450	4350	4350	4400	4450	4400	4350
7.	M.P.	4100	4000	4200	4100	4100	4150	4200	4150	4100
				(4100)*						
8.	West Bengal/Oriassa	4400	4250	4400	4350	4350	4400	4450	4400	4350
9.	Bihar	4300	4190	4350	4300	4300	4350	4400	4350	4300
10.	Tamil Nadu	4500	4500	4750	4600	4600	4650	4700	4650	4600
11.	Andhra Pradesh	4450	4450	4700	4550	4550	4600	4650	4600	4550
12.	Karnataka	4550	4550	4750	4600	4600	4650	4700	4650	4600
13.	Kerala	4600	4600	4800	4600	4600	4650	4700	4650	4600

* Price of wheat in M P under open sale reduced to Rs 4100/-w e f 4 3 94

STATEMENT-II

Open Sale Price of Wheat fixed for the months of April 1995 to July 1996

Rate Rs Per MT

S. No.	Name of the State	April to July.95	28th Aug. to Sept.95	Oct 95	Centre	Nov 95 to Mar 96	April-July96
1	2	3	4	5	6	7	8
1.	Punjab	4100	4150	4150	Chandigarh	4150	4410
2.	Haryana	4100	4150	4150	Chandigarh	4150	4410
3.	Delhi	4150	4200	4150	Delhi	4150	4410
4.	U.P.	4100	4150	4150	Lucknow	4300	4600
					Kanpur	4300	4600
					Varanasi	4360	4660
5.	Rajasthan	4150	4200	4250	Jaipur	4300	4600
6.	Himachal Pd.	4150	4200	4250	Shimla	4250	4550
7.	J & K	4150	4200	4200	Jammu	4200	4500
					Srinagar	4200	4500
8.	Bihar	4300	4350	4400	Patna	4420	4720
					Ranchi	4450	4750
9.	Assam	-	-	4450	*Guwahati	*4450	4900
10.	Orissa	4350	4400	4475	Cuttack	4500	4800
					Bhubaneshwar	4500	4800
11.	West Bengal	4350	4400	4475	Calcutta	4510	4810
					Siliguri	4520	4820
12.	Madhya Pradesh	4100	4150	4250	Indore	4350	4650
					Gwalior	4280	4580
					Raipur	4430	4730
13.	Gujarat	4350	4400	4500	Ahmedabad	4570	4870
					Surat	4570	4870
14.	Maharashtra	4350	4450	4550	Bombay	4600	4900
					Nagpur	4560	4860
15.	Andhra Pradesh	4550	4600	4600	Hyderabad	4650	4950

1	2	3	4	5	6	7	8
					Vishakhapatnam	4670	4970
16.	Karnataka	4550	4600	4650	Bangalore	4670	4970
					Mysore	4690	4990
					Belgaum	4690	4990
17.	Tamil Nadu	4550	4650	4650	Madras	4680	4980
					Coimbatore	4700	5000
					Madurai	47-10	5010
18.	Kerala	4550	4650	4700	Cochin	4740	5040
					Trivandrum	4740	5040

In case of open sale at Depots at other centres, the rate fixed for nearest major centre shall apply w.e.f. November, 1995

The price of wheat for Port Towns and areas within 50 Kms thereof is Rs 4773/- with effect from 16.1.96 & Rs 5073/- with effect from 1.4.96

Bereilly has been added as additional centre with price of Rs 4150/- per tonne w.e.f. 1.2.96 & Rs 4410/- w.e.f. 1.4.96

*Enhanced to Rs 4600 w.e.f. December, 1995

STATEMENT-III

Open Sale Price of Rice Fixed for the Months of Feb 94 to September, 1995

S No.	Name of the State	Feb./ Mar./ April 94	May 94	June/ July 94	Aug./ Sept. 94	Oct.94 1.10.94 to 16.10.94	w.e.f. 17.10.94	Nov./ Dec. 94	Jan. 95 to Mar.95	April 1995 to Sep.95
1.	Punjab	6500	6600	6550	6550	7150	7050	7050	7000	7000
2.	Haryana	6600	6600	6550	6500	7150	7050	7050	6950	6950
3.	U.P.	6600	6600	6550	6550	7150	6800	6800	6800	6800
4.	Rajasthan	6600	6600	6550	6550	7150	6900	6900	6800	6800
5.	J & K	6600	6600	6550	6550	7150	6900	6900	6800	6800
6.	Delhi	6700	6700	6600	6600	7200	6900	6900	6700	6700
7.	Maharashtra	6800	6800	6700	6650	7250	6800	6800	6600	6600
8.	Gujarat	6800	6800	6700	6650	7250	6800	6800	6600	6600
9.	Madhya Pradesh	6600	6600	6550	6550	7150	6700	6700	6600	6600
10.	W Bengal	6600	6600	6550	6550	7150	6800	6800	6600	6600
11.	Bihar	6600	6600	6550	6550	7150	6800	6800	6600	6600
12.	Orissa	6600	6600	6550	6550	7150	6750	6750	6650	6650
13.	Tamilnadu	7000	6900	6700	6650	7250	6800	6800	6600	6600
14.	Karnataka	7000	6900	6700	6650	7250	6800	6800	6600	6600
15.	Andhra Pd	6600	6600	6550	6550	7150	6700	6700	6600	6600
16.	Kerala	7100	7000	6700	6650	7250	6800	6800	6800	6800

Note Price of Fine Rice was Rs 200/- per MT less than that of Super Fine Rice during Feb 94 to May 94 in all Regions except in A.P. where the price of Fine Rice Was Rs. 100/- per MT less than that of super fine Rice From June 94 to Sept 95, the price of fine rice is Rs 300/- per MT less than that of super fine rice

STATEMENT-IV

Open sale price of Rice fixed for the month of October, 1995 to July, 1996

(Rates Rupees/per MT)

S.No	Name of the State	October, 95		November, 95		Dec.95 to June, 96		July, 1996	
		fine	super-fine	fine	super-fine	fine	super-fine	fine	super-fine
1	Punjab	6700	7000	6750	7050	7050	7350	7050	7350
2	Haryana	6650	6950	6780	7000	7000	7300	7000	7300
3	Utter Pradesh	6500	6800	6600	6900	6900	7200	6900	7200
4	Rajasthan	6500	6800	6550	6850	7000	7150	7500	7650
5	J & K	6500	6800	6500	6800	6680	7000	6680	7000
6	Delhi	6400	6700	6700	7000	6740	7060	6740	7060
7	Maharashtra	6300	6600	6450	6750	6630	6950	7130	7450
8	Gujarat	6300	6600	6450	6750	6630	6950	7130	7450
9	Madhya Pradesh	6300	6600	6450	6750	6630	6950	7130	7450
10	W Bengal	6300	6600	6450	6750	6630	6950	7130	7450
11	Bihar	6300	6600	6450	6750	6630	6950	7130	7450
12	Orissa	6350	6650	6450	6750	6630	6950	7130	7450
13	Tamilnadu	6300	6600	6450	6750	6630	6950	7130	7450
14	Karnataka	6300	6600	6450	6750	6630	6950	7130	7450
15	Andhra Pd.	6300	6600	6450	6750	6630	6950	7130	7450
16	Kerala	6300	6600	6450	6750	6630	6950	7130	7450

* The price of rice for port towns and areas within 50 Kms thereof, will be Rs 50/- per tonne less than the Export price

[English]

Private Sector Airlines

*230 SHRI K P SINGH DEO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any co-ordination exists between Indian Airlines and the private airlines about the routes on which the later operate.

(b) whether the Government give any direction to private airlines to operate on specific routes which are not covered by Indian Airlines.

(c) whether the Government also specifies the number of flights which different private airlines operate per week and

(d) if so the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C M IBRAHIM) (a) and (b) Airline operators are free to choose their routes. However as per the existing guidelines laid down by the Government all scheduled operators are required to deploy in the North-East Jammu & Kashmir, Andaman & Nicobar and

Lakshadweep atleast 10% of their capacity deployed on trunk routes.

(c) No, Sir.

(d) Does not arise

Export of Foodgrains

*231 SHRI B L SHARMA PREM
SHRI PRABHU DAYAL KATHERIA

Will the Minister of FOOD be pleased to state

(a) the quantum of surplus foodgrains available for international trading for the last three years and current year, year-wise and grain-wise

(b) the avenues being exploited for effective and proper disposal of such surplus foodgrains in the global grain market and

(c) the likely impact of export on prices and availability of foodgrains for domestic consumption?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) (a) It is not possible to estimate precisely surplus

foodgrains for export. However, during the last three years and current year, upto 30th April, 1996 the following quantities of foodgrains were exported :

(In lakh tonnes)

Year	Rice	Wheat	Coarse grains	Pulses
1993-94	7.68	Neg.	1.48	0.44
1994-95	8.91	0.87	0.84	0.51
1995-96	55.13	6.17	0.28	0.61
1996-97 (upto April 1996)	1.93	1.50	0.01	N.A.

Neg. Negligible i.e. below 500 tonnes

N.A. Not Available

EXIM Policy on foodgrains is decided having regard to production, availability and stock position of foodgrains with the government, in such a way that export of foodgrains does not adversely affect the food security of the country. As per the present EXIM policy, export of rice is allowed on OGL (Open General Licence). Export of wheat, coarse grains (excluding hybrid jowar produced as Kharif crop) and pulses is allowed subject to quantitative ceilings released from time to time. Export of Kharif hybrid jowar is also allowed on OGL.

(b) The steps being taken for boosting export of foodgrains include conducting publicity campaigns, sending delegations abroad, participating in International Trade Fairs, inviting potential buyers and providing financial assistance to exporters for improving quality, packaging, brand promotion of products and for conducting market surveys.

(c) As stated in reply to part (a), decision for allowing export of foodgrains is taken after taking into consideration that the overall food security, domestic prices and domestic consumption are not adversely affected.

[Translation]

Film Censor Board

*232. PROF. PREM SINGH CHANDUMAJRA Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the approval of the Censor Board is required before release of any film, serial or any other programme;

(b) if so, the details thereof;

(c) the number of the members of Film Censor Board at present;

(d) whether these members represent all the areas of the country;

(e) if so, the details thereof;

(f) the tenure of the present Censor Board;

(g) whether the Censor Board has to follow the prescribed guidelines for giving approval to any such programme; and

(h) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND THE MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. However, Government have, under section 9 of the Cinematograph Act, 1952, exempted all Doordarshan programmes from the certification provisions subject to the condition that while clearing programmes for telecast, Doordarshan, or the concerned Director General, Doordarshan, or the concerned Director, Doordarshan Kendra, shall keep in view the film certification guidelines issued by Government.

(c) The number of members in the Board is 25 (excluding the Chairman).

(d) and (e). Yes, Sir. The details are as follows :-

Members	Place of residence
1. Smt. B. Saroja Devi	Bangalore
2. Smt. Hemalatha Ramesh	Bangalore
3. Smt. G.K. Kutti	Bangalore
4. Smt. Sudha V. Joshi	Mumbai
5. Smt. Pushpa Bharti	Mumbai
6. Smt. Megha Patil	Mumbai
7. Shri Kiran Shantaram	Mumbai
8. Shri Vinay Kumar Sinha	Mumbai
9. Ms. Maitreyi Saha	Calcutta
10. Shri Dipak Bysack	Calcutta
11. Smt. Pratibha Roy	Cuttack
12. Shri Rama Kant Rath	Bhubaneswar
13. Shri Hormohan Bordoloi	Guwahati
14. Smt. Jayasudha	Madras
15. Smt. Sharada Ashokavardhan	Hyderabad
16. Shri Turlapaty Kutumba Rao	Hyderabad
17. Shri T.V. Narayana	Hyderabad
18. Ms. Sivasankari	Madras
19. Smt. Minu Rathod	Madras
20. Shri SV Rm Ramanathan	Madras
21. Shri Subha Somu	Tiruchirapalli
22. Ms Subha Rajan Tampi	New Delhi
23. Shri Sukhbir Singh Panwar	New Delhi
24. Prof. Sulochana Nair	Thiruvananthapuram
25. Shri P. Bhaskaran	Thiruvananthapuram

(f) The tenure of the members is three years from 7.3.96 or until further orders.

(g) and (h). Yes, Sir. A copy of the guidelines issued by Government for certification of time is annexed as Statement.

STATEMENT

Government of India

Ministry of Information And Broadcasting

New Delhi, the 6th Decemeber, 1991.

NOTIFICATION

S.O. 836-(E) In exercise of the powers conferred by sub-section (2) of section 5B of the Cinematograph Act, 1952 (37 of 1952) and in supersession of the notification of the Government of India in the Ministry of Information and Broadcasting No S.O.9(E), dated the 7th January, 1978, except as respects things done or omitted to be done before such supersession, the Central Government hereby directs that in sanctioning films for public exhibition, the Board of Film Certification shall be guided by the following principles :

1. The objectives of film certification will be to ensure that -

- (a) the medium of film remains responsible and sensitive to the values and standards of society;
- (b) artistic expression and creative freedom are not unduly curbed;
- (c) certification is responsive to social change;
- (d) the medium of film provides clean and healthy entertainment; and
- (e) as far as possible, the film is of aesthetic value and cinematically of a good standard.

2. In pursuance of the above objectives, the Board of Film Certification shall ensure that -

- (i) anti-social activities such as violence are not glorified or justified;
- (ii) the modus operandi of criminals, other visuals or words likely to incite the commission of any offence are not depicted;
- (iii) scences -
 - (a) showing involvement of children in violence as victims or as perpetrators or as forced witness to violence, or showing children as being subjected to any form of child abuse;
 - (b) showing abuse or ridicule of physically and mentally handicapped persons; and

(c) showing cruelty to, or abuse of, animals, are not presented needlessly;

- (iv) Pointless or avoidable scenes of violence, cruelty and horror, scenes of violence primarily intended to provide entertainment and such scenes as may have the effect of desensitising or dehumanising people are not shown.
 - (v) scenes which have the effect of justifying or glorifying drinking are not shown.
 - (vi) scenes tending to encourage, justify or glamorise drug addiction are not shown.
 - (vii) human sensibilities are not offended by vulgarity, obscenity or depravity.
 - (vii) such dual meaning words as obviously cater to baser instincts are not allowed.
 - (ix) scenes degrading or denigrating women in nay manner are not presented;
 - (x) scenes involving sexual violence against women like attempt to rape, rape or any form of molestation, or scenes of a similar nature are avoided, and if any such incident is germane to the theme, they shall be reduced to the minimum and no details are shown;
 - (xi) scenes showing sexual perversions shall be avoided and if such matters are germane to the theme they shall be reduced to the minimum and no details are shown.
 - (xii) visuals or words contemptuous of racial, religious or other groups are not presented;
 - (xiii) visuals or words which promote communal, obscurantist, anti-scientific and anti-national attitudes are nor presented;
 - (xiv) the sovereignty and integrity of India is not called in question.
 - (xv) the security of the State is not jeopardised or endangered.
 - (xvi) friendly relations with foreign States are not strained.
 - (xvii) public order is not endangered
 - (xviii) visuals or words involving defamation of an individual or a body of individuals, or contempt of court are not presented;
- EXPLANATION . Scenes that tend to create scorn, disgrace or disregard of rules or undermine the dignity of court will come under the term "contempt of Court" and

- (xix) national symbols and emblems are not shown except in accordance with the provisions of the Emblems and Names (Prevention of Improper Use) Act, 1950 (12 of 1950)
3. The Board of Film Certification shall also ensure that the film -
- (i) is judged in its entirety from the point of view of its overall impact; and
 - (ii) is examined in the light of the period depicted in the film and contemporary standards of the country and the people to which the film relates, provided that the film does not deprave the morality of the audience
4. Films that meet the above-mentioned criteria but are considered unsuitable for exhibition to non-adults shall be certified for exhibition to adult audience only.
5. (1) While certifying films for unrestricted public exhibition, the Board shall ensure that the film is suitable for family viewing, that is to say, the film should be such that all the members of the family including children can view it together
- (2) If the Board, having regard to the nature, content and theme of the film, is of the opinion that it is necessary to caution the parents/guardian to consider as to whether any child below the age of twelve years may be allowed to see such a film, the film shall be certified for unrestricted public exhibition with an endorsement to that effect
- (3) If the Board, having regard to the nature, content and theme of the film, is of the opinion that the exhibition of the film should be restricted to members of any profession or any class of persons, the film shall be certified for public exhibition restricted to the specialised audiences to be specified by the Board in this behalf
6. The Board shall scrutinise the titles of the films carefully and ensure that they are not provocative, vulgar, offensive or violative of any of the above-mentioned guidelines.

Foot Note - Notification No. 5/5/77-F(C) dated 7.1.78 published in the Extraordinary Gazette of India Part II Section 3 sub-section (ii) dated 7.1.78 as S.O.9(E)

Amended by -

- (i) Notification No. 5/5/77-F(C) dated 27.1.79 published as S.O.618 in the Gazette of India Part II Section 3 sub-section (ii) dated 17.2.79

(ii) Notification No. 805/2/83-F(C) dated 7.5.83 published as S.O.356(E) in the Gazette of India Extraordinary Part II Section 3, sub-section (ii) dated 7.5.83.

(iii) Notification No. 805/4/89-F(C) dated 11.8.89 published as S.O.2179 in the Gazette of India, Part II, Section 3, sub-section (ii) dated 9.9.89.

[File No.805/1/90-F(C)]

Sd/-

(S Lakshmi Narayanan)
Joint Secretary to the Government of India
Tele.383857

[English]

Income from Cochin Airport

*233. SHRI XAVIER ARAKAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the average monthly income from the Cochin Airport in Kerala;

(b) the amount spent for the improvement of the Airport;

(c) whether there are any plans to accommodate the passengers and cargo in that airport, and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Cochin Airport belongs to Indian Navy Airports Authority of India (AAI) maintains a Civil Enclave. The average monthly incomes of AAI and Indian Navy from Cochin Airport are Rs.17.16 lakhs and Rs.7 lakhs respectively.

(b) In the Eighth Five Year Plan period AAI has spent Rs.215.97 lakhs on improvements of Cochin Airport.

(c) and (d) The terminal building at Cochin Airport has a capacity to handle 300 passengers at a time. AAI has a proposal for the extension/modification of the existing departure/arrival lounges. The preliminary drawings and the cost estimates for the modification/extension are under preparation. The work is expected to be taken up towards the end of this year. There is no proposal to construct a cargo complex at Cochin at present.

[Translation]

Setting Up of Sugar Mills

*234. SHRI PAWAN DIWAN :
SHRI MAHESH KANODIA

Will the Minister of FOOD be pleased to state :

(a) whether the Government give incentives for setting up of sugar mills;

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

(c) whether there is any proposal under consideration of the Government to encourage the applicants for setting up of sugar mills in the backward areas; and

(d) if so, the details thereof?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :
(a) to (d). The Government announced an Incentive Scheme on 10th March, 1993 for setting up of new sugar factories and expansion projects licensed/to be licensed during the period 7.9.90 to 31.3.94. The incentives are in the form of higher free-sale quota subject to the fulfilment of various conditions stipulated in the Incentive Scheme. Incentives have been given to 27 New Sugar factories during the last three years. The Incentive Scheme is applicable mainly to sugar units set up/expanded with a capacity of 2500 TCD. The Scheme also covers the sugar factories established with a minimum capacity of 1750 TCD in the areas decalred as industrially backward by the Government of India Ministry of Industry

Production of Sugar

*235. SHRI PRAMOD MAHAJAN :
DR. LAXMINARAYAN PANDEY

Will the Minister of FOOD be pleased to state

(a) the total production of sugar in the country during 1994-95 and 1995-96.State-wise;

(b) the quantity of sugar stored as reserves for domestic use during the above period, year-wise;

(c) the quantity of sugar exported out of the total reserved stock during the above period, year-wise;

(d) the quantity of sugar stock with the sugar mills at the end of June 1996; and

(e) the expected production and consumption of sugar during the current year?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) A statement showing State-wise production of sugar during the whole season 1994-95 and 1995-96 upto 22nd June, 1996 is enclosed

(b) the entire quantity of sugar produced is released as per the authorisation issued by the Directorate of Sugar and is, therefore, available for domestic use, if deemed necessary.

(c) During 1994-95 and 1995-96, ten lakh tonnes of sugar have been notified for commercial export. Against this, as per the information received from the exporting agency ISGIEIC, 9.11 lakh tonnes have been contracted

for purposes of export. The quantity shipped out upto 11.7.1996 was 5.94 lakh tonnes.

(d) The sugar factories held 115.39 lakh tonnes (Prov.) of sugar as on 22.6.1996.

(e) The production of sugar in the sugar season 1st October, 1995 to 30th September, 1996 is expected to be about 162 lakh tonnes. Against this, the sugar released by way of levy and offtake of freesale sugar in the market accounted for 92.63 lakh tonnes between 1st October, 1995 and 22nd June, 1996. The indicative additional requirement of sugar for the period upto the close of the sugar season i.e. 30th September, 1996 would work out to be 33.46 lakh tonnes. In total therefore, the consumption during the sugar season 1995-96 would work out to about 130.00 lakh tonnes.

STATEMENT

Statewise production of sugar during the whole season 1994-95 and 1995-96 (upto 22nd June, 1996)

(lakh tonnes)

State	1994-95	1995-96 upto 22.6.96
Punjab	3.19	6.31
Haryana	3.43	4.52
Rajasthan	0.18	0.31
Uttar Pradesh	36.09	43.17
Madhya Pradesh	0.70	1.29
Gujarat	7.59	11.26
Maharashtra	50.25	53.03
Bihar	3.94	3.78
Assam	0.07	0.07
Orissa	0.44	0.82
West Bengal	0.07	0.08
Nagaland	0.01	0.01
Andhra Pradesh	8.74	8.58
Karnataka	12.25	12.01
Tamil Nadu	18.59	13.12
Pondicherry	0.62	0.54
Kerala	0.11	0.11
Goa	0.16	0.19
All India	146.43	159.20

[English]

Impact of Economic Reforms Programme

*236. SHRI BIR SINGH MAHATO Will the Minister of CIVIL AVIATION be pleased to state

(a) whether there has been visible improvement in airport infrastructure and services since the introduction of the economic reform programmes; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The Economic reform programme has encourage the operation of private airlines in the domestic sector. Consequently, airports have been made more customer friendly, with augmentation of passenger amenities for better baggage handling and check in facilities. Adequate facilities for private airlines have been provided for parking and maintenance of aircraft. New terminal buildings to cater to increased number of passengers have been commissioned. In addition to the major airports 14 airports are also being developed for limited international operation.

[Translation]

Connecting All District Headquarters with STD

*237. SHRI VIRENDRA KUMAR SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is any proposal under consideration of the Government to connect all the District Headquarters of the country with STD facility.

(b) if so, by when; and

(c) the details of the District headquarters already connected with STD facility. State-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). All the 522 District Headquarters in the country have already been connected with STD facility.

(c) The details are given in enclosed statement.

STATEMENT

Details of District Headquarters (DH Qs) with STD Facility As on 30.6.96

S.No	Name of State	Total DHQS
1	2	3
1	Andhra Pradesh	23
2	Arunachal Pradesh	13
3	Assam	23
4	Bihar	55
5	Goa	2
6	Gujarat	19
7	Haryana	17
8	Himachal Pradesh	12
9	Jammu & Kashmir	14
10	Karnataka	20
11	Kerala	14
12	Madhya Pradesh	45
13	Maharashtra	31

1	2	3
14.	Manipur	8
15.	Meghalaya	7
16.	Mizoram	3
17.	Nagaland	7
18.	Orissa	30
19.	Punjab	17
20.	Rajasthan	31
21.	Sikkim	4
22.	Tamil Nadu	25
23.	Uttar Pradesh (E)	42
24.	Uttar Pradesh (W)	26
25.	West Bengal	18
26.	Tripura	4
Total		510
Union Territories		
1.	Andaman Nicobar	2
2.	Dadra Nagar Haveli	1
3.	Chandigarh	1
4.	Damand & Diu	2
5.	Delhi	1
6.	Lakshadweep	1
7.	Pondicherry	4
Total		12

[English]

Development of Scheduled Castes And Scheduled Tribes

*238. SHRI K.S.R. MURTHY : Will the Minister of WELFARE be pleased to state :

(a) whether it is a fact that under Special Component Plan and Tribal Sub-Plan, 22% of the Government's Plan budgets are to be earmarked for the development of SCs/STs;

(b) if so, whether any allocation has been made in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) According to guidelines of the Government, the proportion of total Plan outlays of the States and Union Territories to be earmarked for the Special Component Plan and Tribal Sub-Plan should be at least equivalent to the proportion of the Scheduled Castes and Scheduled Tribes in the total population of the respective States/Union Territories. Similarly, the Central Ministries/Departments are expected to earmark

a proportion of Plan outlays for Special Component Plan and Tribal Sub-Plan equivalent to the proportion of Scheduled Castes and Scheduled Tribes constitute 24.56% of the total population as per 1991 census.

(b) Yes. Sir. 26 State Governments/Union Territory Administrations, and various Central Ministries/Departments, have allocated funds under the Special Component Plan and/or the Tribal Sub-Plan. However, in many cases these allocations have been significantly lower than envisaged in the Government guidelines.

(c) Does not arise.

Consumer Courts

*239. SHRI JAI PRAKASH AGARWAL : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the number of consumer courts in the National Capital Region of Delhi as on date and locati on thereof.

(b) whether the Government propose to set up some more new consumer courts;

(c) if so, the time by which these are likely to be set up, and

(d) if not the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV)

(a) At present one State Consumer Dispute Redressal Commission at Vikas Bhavan, I.P. Estate, New Delhi, two District Consumer Dispute Redressal Fora, (i) in Tis Hazari Court, Delhi and (ii) in ITI Institutional Area, Mehrauli, New Delhi are functioning in the National Capital Territory of Delhi.

(b) to (d). The Consumer Protection Act 1986 provides for setting up of additional District Fora depending upon the work load. However, the responsibility for creating additional District Forum rests with the State Governments/UT Administrations.

Restriction of Ration

*240. SHRI MULLAPPALLY RAMACHANDRAN :
DR. MAHADEEPAK SINGH SHAKYA :

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

(a) whether the Government are considering any proposal to restrict ration through PDS only to the poor people;

(b) if so, the details thereof.

(c) whether the Government also propose to bring down the prices of items being sold through the Public Distribution System;

(d) if so, the extent to which the prices of rice and wheat are likely to come down.

(e) whether the Government have formulated any plan to identify the poor for this purpose, and

(f) if so, the details thereof?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (f). Government proposes to streamline the Public Distribution System with its focus on the poor. At the Conference of the Chief Ministers held on 4th-5th July, 1996, the matter was discussed. The Conference welcomed the proposal to streamline the Public Distribution System with focus on the population Below Poverty Line and issue of foodgrains to them at specially subsidised prices. The details are being worked out in consultation with the State Governments

HRA to Employees of NSCFDC

1720. SHRI GIRDHARI LAL BHARGAVA :
SHRI RAM TAHAL CHOUDHARY :

Will the Minister of WELFARE be pleased to state:

(a) whether employees of National Scheduled Castes and Scheduled Tribes Finance and Development Corporation are entitled to House Rent Allowance.

(b) if so, the details alongwith the governing rules thereof.

(c) whether it is a fact that such rules have been made with retrospective effect resulting in huge deduction from salaries of the employees.

(d) if so, the reasons therefor.

(e) whether employees are entitled to HRA even if their spouses reside in Government accommodation either allotted or otherwise, and

(f) if so the details thereof?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) Yes, Sir

(b) Employees of the Corporation are entitled to House Rent Allowance as per the rates given below :-

Station	HRA % on Basic
Delhi, Bombay Calcutta & Bangalore	30%
Other A Class Cities	25%
Other cities	15%

(c) and (d). No such rules have been made with retrospective effect resulting in deduction from employees' salary. However, HRA already paid to 24 out of 122 employees who were actually not entitled to draw HRA as per rules for residing/sharing government accommodation, has been regularised and necessary adjustments were made in their cases

(e) and (f). No employee is entitled to HRA if their spouses reside in government accommodation.

[Translation]

Posts and Telegraph Office Building in Rajasthan

1721. PROF. RASA SINGH RAWAT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of Post Offices and Telegraph Offices working at present in Rajasthan and the break up of Post Offices and Telegraph Offices out of them which are functioning in departmentally owned buildings and rented buildings separately, district-wise and category-wise;

(b) the number of new Post Offices, sub Post Offices and Telegraph Offices likely to be opened this year in the State, district-wise;

(c) the proposed scheme to provide postal facility in every Panchayat-headquarters in the State; and

(d) the number of Housing colonies for Posts and Telegraph employees in the State, district-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) :

(a) Department of Post

There are 55 Head Post Offices and 1387 sub-Post Offices functioning in Rajasthan at present. Details of district-wise and category-wise break-up of these post offices functioning in departmentally owned buildings and rented buildings is given in the enclosed statement I

Department of Telecom

The number of Telegraph offices working at present in Rajasthan is 47. The break-up of

Telegraph offices which are functioning in departmentally owned buildings and rented buildings separately, district-wise and category-wise is given in the enclosed statement II.

(b) Department of Post

It is proposed to open 5 extra departmental branch post offices and 10 departmental Sub-Post Offices under Annual Plan 1996-97 in Rajasthan. The district-wise targets are not allocated at post offices are opened keeping in view the norm-based justification and merits of each case.

Department of Telecom.

Regarding opening of new Telegraph Offices, no target is fixed as Telegraph facility is provided on demand and justification of traffic.

(c) There is no specific plan to provide post office facility in every panchayat headquarters in the state of Rajasthan. Post Offices are progressively opened under Annual Plan Schemes subject to fulfilment of departmental norms and availability of resources. However, preference is given to those Gram Panchayat villages where there are no post offices at present. Facility of daily delivery of mails is available in all the villages of Rajasthan.

(d) Department of Post

Details regarding the number of housing colonies for employees of Department of Post in Rajasthan, district-wise is given at statement III.

Department of Telecom.

The total number of Housing colonies for Telegraph employees in Rajasthan is 58. The details of these housing colonies district-wise is given at statement IV.

STATEMENT-I

Details of Post Offices in Rajasthan functioning in departmentally owned buildings and rented buildings district-wise and category-wise

S.No.	Name of District	Post Offices in Departmental buildings		Post Offices in rented buildings	
		Head Post Offices	Departmental sub-post offices	Head Post offices	Departmental post offices
1	2	3	4	5	6
1.	Ajmer	4	12	-	94
2.	Alwar	3	07	-	61
3.	Banswara	1	01	-	20
4.	Baran	-	01	-	15
5.	Bharatpur	3	04	1	46
6.	Barmer	1	05	-	31

1	2	3	4	5	6
7.	Bhilwara	1	11	-	38
8.	Bikaner	1	05	-	39
9.	Bundi	1	01	-	18
10.	Chittorgarh	1	05	-	40
11.	Churu	2	08	-	42
12.	Dausa	1	09	-	20
13.	Dholpur	1	03	-	18
14.	Dungarpur	1	06	-	24
15.	Hanumangarh	1	03	-	24
16.	Jaipur	5	25	-	109
17.	Jalore	1	04	-	16
18.	Jaisalmer	1	04	-	14
19.	Jhalawar	1	01	-	20
20.	Jhunjhunu	1	08	1	60
21.	Jodhpur	2	07	-	62
22.	Kota	2	04	-	43
23.	Nagpur	3	09	-	46
24.	Pali	2	10	-	48
25.	Rajsamand	-	01	-	17
26.	Sawai Madhopur	3	03	-	49
27.	Sikar	4	16	-	59
28.	Sirohi	1	08	-	13
29.	Sriganganagar	1	06	-	30
30.	Tonk	1	05	-	19
31.	Udaipur	3	10	-	50
Total		53	202	2	1185

STATEMENT-II

Details of Telegraph Offices in Rajasthan functioning in departmentally owned buildings and rented buildings district-wise and category-wise.

S.No.	Name of District	Departmental Building		Rented Buildings	
		CTO	DTO	CTO	DTO
1	2	3	4	5	6
1.	Ajmer	01	01	-	01
2.	Alwar	-	01	-	-
3.	Banswara	-	01	-	-
4.	Barmer	-	01	-	01
5.	Bharatpur	-	01	-	-
6.	Bhilwara	-	-	-	01
7.	Bikaner	-	01	-	-
8.	Bundi	-	01	-	-
9.	Chittorgarh	-	-	-	01
10.	Churu	-	-	-	02
11.	Dholpur	-	-	-	01

1	2	3	4	5	6
12	Dungarpur	-	-	-	01
13	Sriganganagar	-	01	-	01
14	Hanumangarh	-	01	-	-
15	Jaipur	01	01	-	04
16	Dausa	-	01	-	-
17	Jaisalmer	-	-	-	01
18	Jalore	-	-	-	01
19	Jhalawar	-	01	-	-
20	Jhunjhunu	-	-	-	01
21	Jodhpur	01	-	-	02
22	Kota	01	-	-	01
23	Baran	-	01	-	-
24	Nagaur	-	-	-	02
25	Pali	-	01	-	01
26	Sawaimadhopur	-	-	-	01
27	Sikar	-	-	-	01
28	Sirohi	-	01	-	-
29	Tonk	-	-	-	01
30	Udaipur	01	-	-	01
31	Rajsamand	-	-	-	01
Total		05	15	-	27

STATEMENT-III

Details of number of housing colonies for the employees of the Department of Post in Rajasthan (District-wise)

S No	Name of Distt	No. of Housing colonies
1	2	3
1	Ajmer	9
2	Alwar	5
3	Banswara	2
4	Baran	-
5	Bharatpur	2
6	Barmier	3
7	Bhilwara	5
8	Bikaner	3
9	Bundi	1
10	Chittorgarh	1
11	Churu	3
12	Dausa	4
13	Dholpur	1

1	2	3
14	Dungarpur	2
15	Hanumangarh	1
16	Jaipur	10
17	Jalore	1
18	Jaisalmer	1
19	Jhalawar	1
20	Jhunjhunu	3
21	Jodhpur	5
22	Kota	3
23	Nagaur	4
24	Pali	2
25	Rajsamand	1
26	Sawai Madhopur	6
27	Sikar	3
28	Sirohi	4
29	Sriganganagar	4
30	Tonk	6
31	Udaipur	4
Total		100

STATEMENT-IV

Details of number of housing colonies for the Telegraph employees in Rajasthan (District-wise)

S.No.	Name of Distt.	No. of Housing colonies
1.	Ajmer	4
2.	Alwar	7
3.	Banswara	1
4.	Baran	1
5.	Barmer	3
6.	Bharatpur	3
7.	Bhilwara	1
8.	Bikaner	2
9.	Bundi	1
10.	Chittorgarh	1
11.	Churu	-
12.	Dausa	-
13.	Dholpur	1
14.	Dungarpur	1
15.	Hanumangarh	1
16.	Jaipur	6
17.	Jaisalmer	1
18.	Jalore	1
19.	Jhalawar	1
20.	Jhunjhunu	2
21.	Jodhpur	3
22.	Kota	3
23.	Nagaur	2
24.	Pali	4
25.	Rajsamand	-
26.	Sawai Madhopur	2
27.	Sikar	-
28.	Sirohi	2
29.	Sriganganagar	1
30.	Tonk	1
31.	Udaipur	2
Total		58

Note : A block of staff quarters of more than one at a place has been considered as a colony

International Film Festival

1722. SHRI SANAT KUMAR MANDAL : Will the Minister of INFORMATION AND BROADCASTING be and pleased to state :

(a) whether any guidelines have been laid down for holding of the International Film Festival in either of the four metro cities:

(b) if so, the details thereof and if not, the reasons therefor and the manner in which the venue is selected:

(c) whether the place of the next International Film Festival has been selected:

(d) if so, the details thereof, and

(e) if not, the time by which it is likely to be selected?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The venue of the festival is decided every year by rotation from among the major film producing centres in India besides New Delhi, taking into account all relevant factors

(c) Yes, Sir

(d) The next International Film Festival will be held at Thiruvananthapuram (Kerala).

(e) Does not arise.

[English]

Employment in Tobacco Sector

1723. SHRI RAMCHANDRA VEERAPPA : Will the Minister of LABOUR be pleased to state

(a) whether there is a proposal to protect employment in the tobacco, cigarette and bidi sectors.

(b) if so, the details thereof, and

(c) the measures proposed to enhance employment in these sectors?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) No such proposal is under consideration at present as there seems to be no significant threat of unemployment among beedi workers at present.

(c) Several labour laws viz., the Beedi & Cigar Workers (Conditions of Employment) Act, 1966, the Minimum Wages Act, 1948, the Payment of Wages Act, 1927 etc. are applicable to beedi workers and protect their interests. Moreover, a number of welfare schemes in the fields of health, housing, education and recreation are being implemented by the Government for the welfare of beedi workers

[Translation]

Producers in Doordarshan

1724. SHRI SOUMYA RANJAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the criteria fixed for according authorisation to the producers under the Commission programme by Doordarshan;

(b) the number of producers authorised under the programme during each of the last three years and

(c) the names of the programmes produced by them and the amount paid by Doordarshan in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Programme requirements of Doordarshan. Track records of the Director, Executive Producer, Writer, Crew etc. are taken into consideration while authorising outside producers to produce programmes on behalf of Doordarshan.

(b) The details are as under :

1993-94	-	207
1994-95	-	314
1995-96	-	84

(c) The information is being collected and will be laid on the Table of the House.

Foreign Tours By AI Flights

1725. SHRI RAJENDRA AGNIHOTRI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any proposal has been under the consideration of the Government to make it compulsory for the Ministers and officers of travel by Air India on their foreign tours where such services are available;

(b) if so, the details thereof; and

(c) the time by which the proposal is likely to be implemented?

THE MINISTER OF CIVIL AVIATION AND THE MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Under the existing instructions in force foreign travel for which costs are borne by the Government of India are required to be undertaken on national carriers, where their services are available on the required days.

[English]

Tourism Infrastructure in Kerala

1726. SHRI RAMESH CHENNITHALA :
SHRI KODIKUNNIL SURESH :

Will the Minister of TOURISM be pleased to state :

(a) whether the tourism infrastructure in Kerala remains undeveloped;

(b) the amount of Central assistance made available for tourism development during each of the last three years.

(c) whether there is any proposal to involve private sector in the development of tourism infrastructure in Kerala, and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM : (SHRI SRIKANTA JENA)

: (a) and (b). The development of tourism infrastructure is an on-going process and is primarily the responsibility of the State Government. However, the Central Department of Tourism sanctioned financial assistance to the tune of Rs.589.45 lakhs to Kerala Government for the development of Tourism projects during the last three years as per the details given below :-

Year	Amount Sanctioned (Rs. in lakhs)
1993-94	97.40
1994-95	307.05
1995-96	185.00
Total	589.45

(c) and (d). The Government of Kerala has identified two areas for attracting private investment. The first area is Veli-Aakulam in Trivandrum district and the other is Bekal in northern Kerala.

Agriculture Labourers

1727. SHRI SANDIPAN THORAT : Will the Minister of LABOUR be pleased to state :

(a) whether the Government have received the report of National Commission on Agriculture labour;

(b) if so, when and the main recommendations made by the Commission;

(c) whether the Government have processed the recommendations and details of action taken/proposed thereon; and

(d) the mechanism proposed to regulate the working conditions of agriculture labour and ensure a fair deal for them?

THE MINISTER OF LABOUR (SHRI M. A. INACHALAM) : (a) to (c). Information is being collected and will be laid on the Table of House.

(d) A proposal for a Central legislation for agricultural workers is at an advanced stage of consideration of the Government.

Child Labour

1728. SHRI KRISHAN LAL SHARMA : Will the Minister of LABOUR be pleased to state :

(a) whether enforcement of Child Labour (Prohibition and Regulation) Act, 1986 rest with the State Governments and the enforcement machinery in some of the States is weak;

(b) if so, the details thereof;

(c) whether the Government have taken any measures to strengthen that machinery; and

(d) if so, the details thereof, and the results achieved so far?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (d). As the enforcement of Child Labour (Prohibition & Regulation) Act, 1986 rests with the State/UT governments, they are expected to have strong suitable enforcement machinery themselves for this purpose. With a view to upgrading the functional efficiency of enforcement personnel at the State level, the V.V. Giri National Labour Institute, NOIDA and four state labour institutes have undertaken programmes for training of labour and factory inspectors. So far, 598 inspectors have been trained.

[Translation]

Residential Schools for Spastic And Handicapped Children

1729. SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Will the Minister of WELFARE be pleased to state :

(a) whether the Government propose to open residential schools for spastic and handicapped children in various parts of the country;

(b) if so, whether the Government are considering to open a residential school in Purnea, Bihar; and

(c) if so, the details thereof?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) No, Sir. However, Residential Schools for Spastics and handicapped children set up and run by Non-Governmental Organisations are assisted financially by the Government to the extent provided under the scheme under which the application has been submitted by the concerned non-Governmental Organisation.

(b) and (c). No such proposal is under consideration.

[English]

Branch Post Offices and Sub-Post Offices

1730. SHRI KODIKUNNIL SURESH : Will the Minister of COMMUNICATIONS be pleased to state the number of Branch Post Offices and Sub-Post Offices sanctioned/set up during each of the last three years, State-wise year-wise and till date?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : The details of number of Extra-Departmental Branch Post Offices and Departmental Sub-Post Offices sanctioned during the last three years and till date, year-wise and Post Circle-wise are given in the Statement enclosed.

STATEMENT

Details of Number of Extra Departmental Branch Post Offices & Departmental Sub Post Offices Sanctioned During Last three Years And Till Date, Postal Circle-wise And year-wise.

S.No.	Name of Circles	No. of Post Offices sanctioned during							
		1993-94		1994-95		1995-96		1996-97	
		EDBOS	DSOS	EDBOS	DSOS	EDBOS	DSOS	EDBOS	DSOS
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	12	7	-	4	2	3	1	-
2.	Assam	26	6	-	1	-	1	-	-
3.	Bihar	90	5	-	1	-	2	-	3
4.	Delhi	-	8	-	1	-	2	-	2
5.	Gujarat	15	5	-	2	-	1	-	3
6.	Haryana	16	5	-	-	1	2	-	3
7.	Himachal Pradesh	90	2	-	1	-	2	-	-
8.	Jammu & Kashmir	23	1	-	-	-	2	-	-
9.	Karnataka	15	8	1	3	-	3	1	-
10.	Kerala	30	5	-	3	-	14	-	3
11.	Madhya Pradesh	30	5	-	4	-	3	-	-

1	2	3	4	5	6	7	8	9	10
12.	Maharashtra	30	19	-	4	-	3	-	3
13.	North-East	40	4	-	-	-	-	-	-
14.	Orissa	42	4	-	-	-	-	-	-
15.	Punjab	7	7	1	1	1	3	-	1
16.	Rajasthan	30	5	2	-	-	6	-	-
17.	Tamil Nadu	8	4	-	2	-	3	-	-
18.	Uttar Pradesh	93	13	-	4	-	3	-	2
19.	West Bengal	20	2	-	-	-	-	-	-
Total		667	115	4	31	4	53	2	20

* EDBOS : Extra Departmental Branch Post Offices

** DSOS : Departmental Sub Post Offices

Supply of Poor Quality Food

1731. SHRI P.C. THOMAS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether complaints have been received by the Government regarding poor quality of food being served on Indian Airlines and Alliance Airlines Flights;

(b) if so, the details thereof during the last year and the current year so far; and

(c) the action taken thereon?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Yes, Sir. During the year 1995 and 1996 (upto May, 96), 551 and 297 complaints were received respectively. The complaints were attended to without delay and immediate remedial action was taken where called for.

Regional Language Films

1732. SHRI S.D.N.R. WADIYAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the Government propose to promote regional language films; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The Government has taken several supportive measures for the growth of Hindi as well as Regional language films in the country. Every year 21 feature and 21 non-feature films of cinematic thematic and aesthetic excellence are selected for the Indian Panorama section of the International Film Festival of India. This includes Regional Language films

also. The Government has also instituted Annual National Film Awards in different disciplines of cinema to encourage production of films of aesthetic excellence and social relevance, contributing to the understanding and appreciation of the film culture of different regions of the country. The Government further recommends the Panorama and National Film Festival award winning films to the State Governments and Union Territory Administrations for exemption from entertainment tax. Besides, the Government has set up organisations like National Film Development Corporation which promotes production of Regional language films and almost 50% of the films financed by it are in Regional languages. Doordarshan also telecasts the Regional feature films on National network, DD-III, Movie Club and the respective Regional Kendras in their terrestrial network as well as Regional Satellite Channels.

Wages For Daily Wage Employees

1733. SHRI AMAR ROY PRADHAN : Will the Minister of LABOUR be pleased to state :

(a) the minimum wages fixed for daily-wage employees, State-wise

(b) when these wages were fixed last; and

(c) the time by which these wages are likely to be revised?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) and (b). A statement indicating the available information on range of minimum wages for unskilled category of workers and the date of revision for the last revised scheduled employment in different States/Union Territories is enclosed.

(c) It is for the appropriate Government to revise the minimum of wages as per the provisions of the Minimum Wages Act, 1948.

STATEMENT

Minimum Rates of Wages For the Unskilled Workers In Different States/Union Territories Administration

(As on 1.6.96)

S.No.	Name of State Govt./ U.T. Administration	Minimum rate of Wages & date of revision	Remarks
1	2	3	4
I. State			
1.	Andhra Pradesh	Rs 11.00 to* Rs.42.40 p.d. (12.2.96)	Rates vary from employment to employment.
2.	Arunachal Pradesh	Rs.21.00 to Rs.23.00 p.d. (1.1.94)	Rates vary from employment to employment and areas to areas
3.	Assam	Rs.33.00 to* Rs.39.00 p.d. (1.4.95)	Rates vary from employment to employment
4.	Bihar	Rs.27.30 to Rs.39.70 p.d. (21.12.95)	Rates vary from employment to employment
5.	Goa	Rs.21.00 to Rs.46.70 p.d. (21.12.95)	Rates vary from employment to employment
6.	Gujarat	Rs.15.00 to* Rs.47.88 p.d. (21.3.94)	Rates vary from employment to employment (according to zones).
7.	Haryana	Rs.1340.82* p.m. (1.1.95)	Single rate for all employment
8.	Himachal Pradesh	Rs.26.00 p.d. to Rs.45.75 p.d. (1.3.96)	Double rates for all employment
9.	Jammu & Kashmir	Rs.30.00 p.d. (13.3.95)	Single rate for all employment
10.	Karnataka	Rs.26.00 to* Rs.37.32 p.d. (Sept 94)	Rates vary from employment to employment (according to zones)
11.	Kerala	Rs.19.50 to* Rs.76.40 p.d. (31.3.92)	Rates vary from employment to employment (according to zones)
12.	Madhya Pradesh	Rs.33.30 p.d.* Rs.43.96 p.d. (29.1.94)	Rates vary from employment to employment
13.	Maharashtra	Rs.8.00 to* Rs.70.46 p.d. (29.6.94)	Rates vary from employment to employment (according to zones)
14.	Manipur	Rs.37.90 p.d.* for (plains) Rs.42.00 p.d. (for Hill area) (1.12.88)	Double rate for all employment

1	2	3	4
15.	Meghalaya	Rs.35.00 p.d. (16.3.94)	Single rate for all employment
16.	Mizoram	Rs.35.00 p.d. (11.6.93)	Single rate for all employment
17.	Nagaland	Rs.25.00 p.d. (6.7.92)	Single rate for all employment.
18.	Orissa	Rs.25.00 p.d. (4.12.92)	Single rate for all employment.
19.	Punjab	Rs.51.95 to* Rs.55.58 p.d. (1.7.95)	Single rate for all employment except Agriculture.
20.	Rajasthan	Rs.32.00 p.d. (1.1.95)	Single rate for all employment.
21.	Sikkim	NIL	Minimum Wages Act, 1948 is yet to be extended and enforced.
22.	Tamil Nadu	Rs 10.00 to* Rs 56.25 p.d. (21.7.95)	Rates vary from employment to employment (according to zones).
23.	Tripura	Rs 11.80 to Rs.26.65 p.d. (15.5.95)	Rates vary from employment to employment (according to zones)
24.	Uttar Pradesh	Rs.18.00 to* Rs.48.00 p.d. (13.6.96)	Rates vary from employment to employment (according to zones).
25.	West Bengal	Rs.17.40 to* Rs.45.16 p.d. (1.12.93)	Rates vary from employment to employment (According to zones).
26.	Andaman & Nicobar	Rs.27.00 to Rs.28.00 p.d. (13.8.92)	Rates vary from employment to employment (according to zones).
27.	Chandigarh	Rs 1084.50 p.m.* (27.2.90)	Single rate for all employment.
28.	Dadra & Nagar Haveli	Rs.35.00 to Rs.40.00 p.d. (18.5.95)	Rates vary from employment to employment (according to zones).
29.	Daman & Diu	Rs.35.00 p.d. (8.5.95)	Single rate for all employment
30.	Delhi	Rs.64.50 p.d.* (1.2.94)	Single rate for all employment
31.	Lakshdweep	Rs.30.00 p.d. (1.1.93)	Single rate for all employment
32.	Pondicherry	Rs.19.25 to Rs.40.20 p.d. (24.7.95)	Rates for agricultural workers.
	II. *Central Government	Rs.34.35 to* Rs.62.53 p.d. (12.7.94)	Rates vary from employment to employment (according to areas)

Note *Indicates the provision of Variable Dearness Allowance alongwith minimum rates of wages
Figure in bracket under column (3) indicate the date of last revision of basic wage in any scheduled employment

[Translation]

Telephones in Villages

1734. SHRI LALIT ORAON :
SHRI RAMSAGAR :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of villages in Gumla, Lohardaga, Ranchi and Plamau district of Bihar and Barabanki district of Uttar Pradesh where the telephone facility is available;

(b) the number of villages in which this facility is not available, district-wise;

(c) the time by which the facility is likely to be provided in these villages;

(d) whether the target fixed to provide telephones in villages has been achieved;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). The details of number of villages with and without public telephone facility upto 31.3.1996, are given below :

S. District No.	Number of villages with public telephone facility	Number of villages without public telephone facility
BIHAR		
1. Gumla	96	1680
2. Lohardaga	102	1421
3. Ranchi	298	268
4. Plamau	254	2188
UTTAR PRADESH		
5. Barabanki	429	1621

(c) Such facility is likely to be provided to these villages progressively.

(d) to (f). A target of covering all the villages of the country by 1997 has been fixed in the National Telecom Policy. Upto 31.3.1996, this facility has been provided to 216632 villages. The remaining villages are being covered progressively.

Payment of Air Travel Tax by Private Airlines

1735. SHRI SUSHIL CHANDRA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the private airlines which have not paid air travel tax and other charges payable to various departments of the Governments;

(b) the amount outstanding against each of the private airlines;

(c) whether some new private airlines have submitted applications for operating air services; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The amount of Inland Travel Tax Payable to Government and outstanding as on 12.7.96 against each private airlines is at Statement I.

The amount of dues outstanding against each of the private airlines payable to Airports Authority of India (AAI) as on 31.1.96 on account of landing, parking and other charges is at Statement II.

(c) and (d). 7 Scheduled and 19 Air Taxi Operators are at present operating in the private sector. In addition, No Objection Certificates have been issued to 30 new applicants to commence services.

STATEMENT I

Name of the Carrier	Outstanding amount of Inland Air Travel Tax as on 12.7.96 (Includes interest and penalty) (Rupees in lakhs)
1. M/s Raj. Aviation (P) Ltd	61.76
2. M/s City Link Airways	78.62
3. M/s Air Asiatic Ltd	75.78
4. M/s Continental Aviation (P) Ltd	74.86
5. M/s Goa Airways Aviation	3.30
6. M/s Jagson Airlines	17.30
7. M/s Span Aviation, Pune	13.22
8. M/s VIF Airways Ltd., Hyderabad	23.56
9. M/s U.P. Airways Ltd.	100.71
10. M/s NEPC Airlines	77.48
11. M/s Modiluft	304.41
12. M/s East West Airlines	341.32
13. M/s Skyline NEPC	363.68
14. M/s Archana Airways	5.57

STATEMENT II

Details of Amount Outstanding from Private Airlines Payable to Airports Authority of India as on 31.01.1996

S. No.	Name of the Party	Amount due (Rs. in lakhs)
1	2	3
1.	Aerial Services	0.47
2.	Archana Airways	15.43

1	2	3
3.	Continental Aviation	36.83
4.	City Link Airways	0.59
5.	Cosmos Flights Ltd.	1.55
6.	Damania Airways	128.39
7.	Delhi Gulf Airways	0.65
8.	Elbee Airlines	3.87
9.	East West Airlines	1185.06
10.	Eastern Airways	0.10
11.	Gujarat Airways	2.76
12.	Jet Airways	208.06
13.	Jagson Airlines	20.84
14.	KCV Airlines	0.95
15.	Mals Deoghar Airways	0.32
16.	Modiluft Airlines	248.90
17.	Megapode Airlines	0.24
18.	NEPC Airlines	113.20
19.	Raj Aviation	4.59
20.	Sahara India Ltd	143.67
21.	Span Aviation	4.20
22.	Saraya Aviation Pvt. Ltd.	10.81
23.	Trans Bharat Aviation Pvt. Ltd.	12.90
24.	UP Air	33.57
25.	VIF Airways	15.30

Development of Heritage Tourism in Rajasthan

1736 SHRI TARACHAND BHAGORA : Will the Minister of TOURISM be pleased to state :

(a) whether there is any proposal for Development of Heritage Tourism in Rajasthan.

(b) if so, since when the said scheme is in operation

(c) the facilities being provided by the Government of Rajasthan for converting the mansions, forts and palaces into Hotels under the said scheme and the maximum limit of facilities/assistance likely to be provided

(d) the number of mansions, forts and palaces converted into Heritage Hotels so far in Rajasthan and

(e) the extent of financial assistance provided to the owners of the said hotels?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b). Yes, Sir, the scheme is in operation

since 1992.

(c) The Government of Rajasthan has a scheme from 1993 providing for 20% of the eligible capital investment or 20.00 lakhs whichever is less for Heritage Hotel projects anywhere in the state of Rajasthan and also grant of 25% of the cost of Diesel generating sets or Rs.50,000/- whichever is less for Heritage projects as from 6.6.1994.

(d) There are 30 classified Heritage hotels functioning in Rajasthan at present.

(e) Under the above scheme, the Government of Rajasthan has so far provided assistance of Rs.19.62 lakhs. The Central Government has also released Rs.63.15 lakhs under its scheme for Capital and interest subsidy.

Reservation in Public Sector Undertakings

1737 SHRI RAM KRIPAL YADAV : Will the Minister of WELFARE be pleased to state :

(a) whether it is a fact that the Public Sector Undertakings are not following the recommendations of the Mendal Commission in regard to reservation

(b) if so, whether the Government have made any review in this regard.

(c) the names of the Undertakings which have followed the recommendations and those which have not followed; and

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

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) to (d) The information is being collected and will be laid on the Table of the House

[English]

Foreign Investment

1738 SHRI PR DASMUNSI : Will the Minister of COMMUNICATIONS be pleased to state

(a) whether Mitsubishi, Huandai of Japan and Korea Republic is engaged in installation of Telecom projects in the country, and

(b) the terms and conditions of these companies specially in investment-sector till 31.3.95?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) M/s Mitsubishi of Japan is one of the Foreign Partners in the Joint Venture Company - M/s RPG Cellular Services Ltd providing Cellular Mobile Telephone Services in Madras. M/s Huandai of South Korea is not engaged in the installation of a Telecom. Project in the country.

(b) M/s Mitsubishi has been granted approval for holding 1.5% equity (in the total paid up capital of Rs. 50 crores of the company) in the Joint Venture Company mentioned in part (a) above. The approval was granted by the Government on 26.6.1995.

Child Labour in M.P.

1739. SHRIMATI SUMITRA MAHAJAN : Will the Minister of LABOUR be pleased to state :

(a) whether child labour is still in vogue in Madhya Pradesh and even the basic elementary education facility has not been provided to them;

(b) if so the facts thereof; and

(c) the steps being taken to stop child labour and to provide basic elementary education to them?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) and (b) According to 1981 census, the total number of working children in the State of Madhya Pradesh was 16.98 lakhs. These working children face various forms of deprivation including inadequate access to elementary education.

(c) A series of steps have been taken to address the problem of child labour in the country including in the State of Madhya Pradesh. A programme to rehabilitate children working in hazardous occupations was announced by Government in August, 1994. So far, 5 child labour projects have been sanctioned in Madhya Pradesh under the National Child Labour Project Scheme for the districts of Bilaspur, Durg, Mandasaur, Rajnandgaon and Surguja for covering 9,800 children through 138 special schools. The children withdrawn from work are put in these special schools where they are provided with non-formal education, nutrition, stipend and health check. In addition, an amount of Rs. 24 lakhs has been provided for survey to identify child labour and an amount of Rs. 60 lakhs for district level awareness generation campaign against the practice of child labour to 12 districts of the State.

Scheduled Tribe Areas

1740. SHRI GULAM RASOOL KAR : Will the Minister of WELFARE be pleased to state

(a) whether demands to declare Tehsil Karnah, Rajouri and Poonch Districts of Jammu and Kashmir as scheduled tribe areas on area basis, and not on population or caste basis have been received by the Union Government;

(b) if so, the details thereof; and

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

THE MINISTER OF WELFARE (SHRI BALAWANT SINGH RAMOOWALIA) : (a) to (c). No, Sir. However State Government has accorded sanction for declaration of the tribal population pockets in Poonch and Rajouri Districts to be covered under the modified area development approach (MADA). The Ministry of Welfare has sought for detailed proposal alongwith village wise total population, ST population, indicative maps in respect of districts, tehsils and blocks etc. for necessary examination as per the procedure before the approval by the Ministry.

Rehabilitation of Children

1741. SHRI GEORGE FERNANDES : Will the Minister of LABOUR be pleased to state

(a) whether the Government have sanctioned any special fund for rehabilitation of children under the National Child Labour Project Scheme

(b) if so, the details thereof;

(c) whether the Government have now discontinued the sanction of such fund; and

(d) if so, the reasons therefor?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) and (b) Government have sanctioned 76 Child Labour Projects so far under National Child Labour Project Scheme for rehabilitating a total of around 1.5 lakh children. These projects are located in the child labour endemic states of Andhra Pradesh, Bihar, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Tamil Nadu, Orissa, Rajasthan, Uttar Pradesh and West Bengal. Apart from this, funds have also been released for survey to identify child labour and for awareness generation campaign against the practice of child labour. The total expenditure under the scheme during 1995-96 was Rs. 33.90 crores. For 1996-97 the proposed outlay for this programme is Rs. 54.30 crores.

(c) No, Sir.

(d) Does not arise.

Super Bazar

1742. SHRI K. PRADHANI : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state

(a) the total investment made by the Super Bazar during each of the last three years;

(b) the annual sales of the Super Bazar alongwith the profit and loss account during the above period;

(c) whether the Super Bazar has also mobilised funds through issue of shares during the above period;

(d) if so, the details thereof.

(e) whether the Government propose to handover Super Bazar to private sector:

(f) if so, the details thereof: and

(g) the time by which it is likely to be handed over?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) According to the audited statements of accounts of the Super Bazar, their investment during the last 3 years is as under :

	(Rs. in lakhs)
1992-93	113.26
1993-94	151.66
1994-95	128.10

The accounts for the year 1995-96 are yet to be audited

(b) According to the audited statements of accounts of the Super Bazar, the sales and profit during the last 3 years are as follows :

	(Rs. in lakhs)	
Year	Sales	Net Profit
1992-93	10303.98	10.83
1993-94	11520.33	41.64
1994-95	13015.23	22.11

(c) and (d). The details of share capital as per audited statements of accounts during the last three years are as under :

	(Rs. in lakhs)
1992-93	167.40
1993-94	171.88
1994-95	174.51

(e) No Sir.

(f) and (g) Do not arise

Private Operators

1743 SHRI AMAR PAL SINGH :
SHRI ANANTH KUMAR :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have constituted a Committee on encouraging Private operators in Civil Aviation Sector as reported in the Hindustan Times dated June 24, 1996

(b) whether Committee has submitted its report:

(c) if so, the details thereof: and

(d) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (d). No, Sir. However, a Committee constituted in September, 1994 examines and makes recommendations on applications for starting air transport services and import/acquisition of aircraft by private operators. The recommendations of the Committee are submitted to the competent authority for approval/decision.

[Translation]

Godowns

1744. SHRI RAMASHRAYA PRASAD SINGH :
SHRIMATI SHEELA GAUTAM :
SHRI RAMESHWAR PATIDAR :

Will the Minister of FOOD be pleased to state :

(a) whether the godowns in rural areas are microscopic in number under the tribal and hilly regions of each State:

(b) if so, the reasons therefor: and

(c) the steps taken to improve and upgrade the existing godowns and also to open adequate number of godowns in the tribal and hilly areas in each States?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (c). The Government of India had been providing central assistance in the form of grants-in-aid for construction of rural godowns to the State Governments/ Union Territories under the scheme for "Setting up of Rural Godowns" started in September, 1979. upto 1992-93, an amount of Rs. 43.78 crores was provided as central assistance to various States for setting up of rural godowns with a total storage capacity of 28.47 lakhs tonnes under this scheme. Against this a total storage capacity of 21.31 lakh tonnes have been completed as per reports made available by State Governments. A statement showing the amount of central assistance released upto 31.3.93 to the States and the progress of construction upto 31.3.95 is given in Statement. This scheme has been transferred to State sector since 1993-94 as per decision of the National Development Council and therefore, it is for State Governments concern to improve and upgrade the existing godowns and also to open adequate number of new rural godowns. The Government of India has not had any Survey conducted regarding adequacy of storage facilities in rural areas of the country. FCI does not undertake construction of small rural godowns. However, FCI has a phased programme of construction of godowns in those RPDS districts which do not have any public sector godown.

STATEMENT

Scheme for Setting up of Rural Godowns Amount of Central Assistance Released to the States since inception of the scheme upto 31-3-1993 and Progress of Construction of Rural Godowns till 31.3.1995.

(Rs. in crores)

State	No. of godowns approved	Capacity in lakh tonnes)	Amount of central assistance	No. of godowns completed*	Capacity (in lakh tonnes)
Andhra Pradesh	446	2.771	3.62	264	1.786
Assam	10	0.250	0.66	6	0.139
Bihar	172	1.700	2.00	146	1.450
Goa	5	0.020	0.10	5	0.020
Gujarat	1136	5.544	9.40	996	4.680
Haryana	66	0.799	1.11	56	0.614
Jammu and Kashmir	14	0.014	0.23	-	-
Karnataka	491	1.586	2.65	382	1.076
Kerala	39	0.355	0.52	14	0.155
Madhya Pradesh	468	3.087	2.56	328	2.374
Maharashtra	846	4.238	6.12	827	4.035
Meghalaya	4	0.040	0.30	2	0.020
Mizoram	20	0.040	0.20	-	-
Nagaland	16	0.062	0.51	10	0.025
Orissa	137	0.748	0.81	87	0.641
Rajasthan	138	0.722	0.67	81	0.397
Sikkim	36	0.083	0.72	25	0.067
Tamil Nadu	121	1.210	1.31	111	1.110
Tripura	91	0.218	2.18	41	0.100
Uttar Pradesh	520	4.601	7.84	425	2.421
West Bengal	59	0.385	0.27	28	0.201
Total	4835	28.473	43.78	3834	21.311

* As per reports received till date

Transmitters in Maharashtra

1745. DR. G. R. SARODE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the total number of High Power, Low Power and Very Low Power T.V. Transmitters in Maharashtra, capacity-wise, and location-wise;

(b) the number of transmitters installed/under installation so far, alongwith their relay transmissions capacity; and

(c) the places where these are likely to be installed, location-wise?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Seventy TV transmitters of varying powers

are at present in operation in the State of Maharashtra. The capacity-wise and location-wise details of the said TV transmitters are given in enclosed Statement I.

(b) and (c) Twelve Low Power TV Transmitters (LPTs) and four Very Low Power TV Transmitters (VLPTs) are presently under implementation in Maharashtra. The capacity-wise and location-wise details of these transmitters are given in enclosed Statement II.

STATEMENT - I

List of Existing TV Transmitters in the State of Maharashtra

HPT

Ambajoga
Aurangabad

Bombay
Bombay (DD II)
Bombay (DD III)
Nagpur
Pune

LPT

Achalpur
Acot
Ahmednagar
Akluj
Akola
Amalner
Amravati
Arvi
Barshi
Bhusawal
Bid
Brahmapuri
Buldana
Chandrapur
Chikhli
Chiplun
Devrukh
Dhule
Diglur
Garhchiroli
Gondia
Hinganghat
Hingoli
Ichalkaranji
Jalgaon
Jalna
Kankauli
Karad
Karanja
Khamgaon
Kinwat
Kolhapur
Malegaon
Manmad
Mehekar
Mhasle
Morshi
Nanded
Nandurbar
Nasik
Osmanabad
Pandharpur
Parbhani
Pusad
Rajapur
Ratnagiri
Rissod
Sangamner
Sangli
Satara
Shahad
Sholapur

Umarga
Wani
Wardha
Washim
Yavatmal
Nagpur (DD II)

VLPT

Chikaldhara
Junnar
Karjat
Khed

TRANSPOSER

Aurangabad

HPT High Power Transmitter (10 KW/ 1 KW)

LPT Low Power Transmitter (100 W/ 300 W)

VLPT/Transposer Very Low Power Transmitter/Transposer
(10 W)

STATEMENT - II

*List of TV Transmitters under Implementation in the
State of Maharashtra*

LPT

Shirpur
Navapur
Mangaon
Khopoli
Mahad
Umarkhed
Satana
Sironcha
Chandur
Aheri
Chikoli
Ambet

VLPT

Malwan
Malkapur
Bhokar
Badlapur

LPT Low Power Transmitter (100 W/300 W)

VLPT Very Low Power Transmitter (10 W)

Mining Lease

1746. SHRI BHANU PRATAP SINGH VARMA : Will the Minister of MINES be pleased to state :

(a) the norms fixed for issue the mining lease licences:

(b) whether royalty is given where the mining work is being undertaken:

(c) if so, the details thereof indicating the royalty given during the last three years, state-wise, location-wise.

(d) the area leased out for mining of granite and graphite during the last three years. State-wise; and

(e) the share of Scheduled Castes/Scheduled Tribes in leasing out the mines during the above said period. State-wise?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Mining leases are granted as per provisions of Mines and Minerals (Regulation and Development) Act, 1957 and Mineral Concession Rules, 1960.

(b) As per Section 9 of the Mines and Minerals (Regulation and Development) Act, 1957 the holder of a mining lease is required to pay royalty in respect of any mineral removed or consumed at the rate as specified in the Second Schedule of the Mines and Minerals (Regulation and Development) Act, 1957.

(c) to (e). The information is being collected from the various State Governments/UTs and will be placed on the Table of the House

[English]

Distribution of Basmati Rice and Wheat

1747. SHRI R.L.P. VERMA : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether there is any proposal to distribute basmati rice and better quality deshi wheat through the public distribution system to card holders;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) and (b). No, Sir.

(c) The type and variety of foodgrains supplied depend on its procurement, availability and affordability by the common man

[Translation]

Air India Turnover

1748. SHRIMATI SHEELA GAUTAM
SHRI RAMESHWAR PATIDAR :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the turnover of Air-India during the last three years;

(b) whether Indian Airlines and International Airport Authority of India are constantly making profits whereas Air-India has been incurring loss; and

(c) if so, the reasons therefor and the remedial steps proposed to be taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) The total revenue of Air-India during 1993-94, 1994-95 and 1995-96 is Rs. 2767.96 Cr., Rs. 3130.26 Cr. and Rs. 3542.29 (Prov.) Cr. respectively.

(b) and (c). Profit/Loss of Air-India, Indian Airlines and International Airports Authority of India (IAAI) during the period 1993-96 is given below :

(Rs. in crores)			
Name of the PSU	1993-94	1994-95	1995-96
Air India	201.90 (Profit)	40.80 (Profit)	244.00 (Loss)
Indian Airlines	258.46 (Loss)	188.73 (Loss)	134.25 (Loss)
IAAI	50.22	97.70	Merged with NAA from 1.4.95

The reasons for the losses of Indian Airlines are grounding of A-320 fleet, fluctuations in foreign exchange rates, decline in market share, agitation by pilots and increase in landing and other airport charges.

The reasons for the losses of Air-India are, increase in landing charges, increased competition, weakening of the rupee and expenditure on acquisition of additional aircraft capacity.

Both Air-India and Indian Airlines are taking steps to improve their product, image and on-time performance to attract more passengers and to increase revenue.

Air India Routes

1749. SHRI RAMESHWAR PATIDAR : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether routes of Air India are economically viable;

(b) if not, the reasons therefor; and

(c) the steps taken/proposed to be taken to make them economically viable?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. However, on a number of routes operated, Air India incurred operating loss during 1995-96, owing to increase in expenditure on landing, handling and navigational charges, reduction in yields and increase in fixed costs.

(c) Air India is taking steps to intensify its marketing efforts, augment capacity, reduce non-operating costs and to improve its product, image and on time performance.

Promotion of Tourism in Uttar Pradesh

1750. SHRI SANTOSH KUMAR GANGWAR :
DR. BALIRAM :

Will the Minister of TOURISM be pleased to state :

(a) the steps taken by the Union Government to promote tourism in Uttar Pradesh;

(b) the names of the places in Uttar Pradesh where Government have decided to construct tourist spots during the last two years; and

(c) the progress made in this regard, so far?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c). Promotion of tourism and implementation of tourism projects are primarily the responsibility of the State/Union Territory Governments. However, the Department of Tourism Government of India, extends financial assistance to the State/Union Territory Governments on the basis of specific project proposals received based on their merits, inter so priority and availability of funds

The Department of Tourism, Government of India, has provided financial assistance for the following ten projects which are in different stages of implementation by the State Government : 1. Meditation Centre at Sarnath, 2. Visitor's Centre at Sarnath, 3. Development around Chaukhandi Stupa, 4. Floodlighting of Varanasi Ghats, 5. Restaurant-cum-waiting hall, Sravasti, 6. Restaurant-cum-waiting hall, Kushinagar, 7. Restaurant-cum-waiting hall, Pallia, 8. Floodlighting of Council House at Lucknow, 9. Yatri Niwas at Chitrakot, 10. Sound and Light at Agra Fort

[English]

Setting up of Telecom Authority of India

1751. SHRI SARAT PATTANAYAK
DR. T. SUBBARAMI REDDY
SHRI BANWARI LAL PUROHIT
SHRI SONTOSH MOHAN DEV

Will the Minister of COMMUNICATIONS be pleased to state

(a) whether the Union Government have cleared the Telecom Authority of India Bill

(b) if so, the details thereof alongwith functions and composition thereof.

(c) the time by which the Bill is likely to be introduced;

(d) whether the Punjab, Haryana, Delhi Chamber of Commerce and Industry requested to review the said Bill; and

(e) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) to (e). The Telecom Regulatory Authority of India Bill, 1996 has been introduced on 23.7.96 in the current Session of Parliament. No such representation has come to notice

Mining Lease

1752. DR. KRUPASINDHU BHOI : Will the Minister of MINES be pleased to state :

(a) whether some private sector multinational companies have been granted mining lease in different States;

(b) if so, the details thereof indicating the norms fixed therefor; and

(c) the period for which the mines have been leased out?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (c). Mining Leases are granted as per the provisions of Mines and Minerals (Regulation and Development) Act, 1957 and Mineral Concession Rules, 1960. As per provisions of the Act Mining leases can be given only to Indian Nationals or to a Company as defined under sub-section (1) of section 3 of the Companies Act, 1956. Section 8 of the Mines and Minerals (Regulation and Development) Act, 1957 requires that the minimum period for which a mining lease may be granted should not be less than 20 years while the maximum period of the lease should not exceed 30 years.

Special PDS Cards

1753. SHRI RAJIV PRATAP RUDY
DR. T. SUBBARAMI REDDY

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

(a) whether the Government have decided to target 62.4 million families living below the poverty line for a special ration card scheme.

(b) if so, the details thereof;

(c) the approximate cost likely to be involved in implementing the above scheme; and

(d) the role proposed to be assigned to State Governments for satisfactory execution of the above scheme?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (d). A proposal to streamline Public Distribution System (PDS) with its focus on poor is under consideration of the Government in consultation with States/UTs. The details are being worked out.

[Translation]

Registration of Newspapers

1754 SHRI RATILAL KALIDAS VARMA :
SHRI CHANDRESH PATEL :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the norms fixed for registration of newspapers;

(b) the number of applications for registration of newspapers received and cleared during each of the last three years. State-wise:

(c) the time by which the remaining cases are likely to be cleared;

(d) whether some newspapers have been closed down during the said period; and

(e) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Newspapers are registered by the Registrar of Newspapers for India (RNI) in terms of the various provisions of the Press and Registration of Books Act, 1867 (PRB Act), as amended from time to time. The norms basically include the verification of the titles as received from the District Magistrates etc. the authentication of declaration by the District Magistrate concerned and commencement of the publication of the Newspapers of various periodicities within the period stipulated in the PRB Act.

(b) Details are given in enclosed Statement.

(c) The pending cases will be cleared as soon as the publishers complete the legal formalities in terms of the various provisions of the PRB Act.

(d) and (e) Information had been received in the office of RNI about closure of two weeklies during the period 1993-94. The reasons for the closure had not been indicated.

STATEMENT

Number of applications for Registration of Newspapers received and cleared during 1993 1994 and 1995

State	1993		1994		1995	
	Number of applications Received	Cleared	Number of applications Received	Cleared	Number of applications Received	Cleared
1	2	3	4	5	6	7
Andhra Pradesh	245	54	125	45	192	64
Arunachal Pradesh	1	1	3	1	1	-
Assam	50	9	68	26	59	25
Bihar	103	29	129	39	97	28
Goa	2	1	-	-	-	-
Gujarat	101	29	151	30	188	46
Haryana	73	31	98	56	112	24
Himachal Pradesh	14	5	6	3	16	6
Jammu and Kashmir	30	8	25	11	43	16
Karnataka	236	80	291	124	263	85
Kerala	75	35	94	33	175	40
Madhya Pradesh	383	185	515	209	538	181
Maharashtra	522	117	412	178	349	107
Manipur	28	-	13	-	25	5
Meghalaya	9	-	7	-	7	3
Mizoram	17	3	2	-	13	1
Nagaland	8	-	2	4	6	-

1	2	3	4	5	6	7
Orissa	95	38	114	34	110	33
Punjab	38	19	58	24	62	14
Rajasthan	214	182	513	211	392	82
Sikkim	5	-	5	1	10	-
Tamil Nadu	180	58	195	85	206	99
Tripura	8	1	11	2	10	1
Uttar Pradesh	970	500	1071	499	1009	475
West Bengal	179	53	177	97	118	60
Andaman and Nicobar	11	5	3	2	-	-
Chandigarh	23	7	17	9	24	9
Delhi	479	208	553	298	565	254
Daman	-	-	-	-	-	-
Dadra and Nagar Haveli	-	-	-	-	-	-
Lakshdweep	-	-	-	-	1	1
Pondicherry	2	-	5	2	-	-

[English]

Procurement of Wheat

1755 DR. T. SUBBARAMI REDDY : Will the Minister of FOOD be pleased to state :

(a) whether the procurement target for wheat set up by the Government has been severely upset with trends showing a decline of 20 percent in procurement during the current rabi season;

(b) if so, whether the Government were confident of getting the target of 13 million tonnes;

(c) if so, the main reasons for the shortfall; and

(d) the extent to which the shortfall of wheat has been reported from the States so far?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) to (d) Since procurement of wheat for Central Pool under minimum support scheme is totally on a voluntary basis, no targets in this regard are fixed by the Ministry.

A quantity of 81.35 lakh tonnes of wheat has been procured upto 1.7.1996 during the current Rabi Marketing season 1996-97 as compared with 122.05 lakh tonnes procured during the corresponding period last season.

The procurement of wheat declined mainly due to the following factors :

- (i) Lesser production and lesser arrival of wheat in the market in crop year 1995-96 as compared to 1994-95.
- (ii) Purchase of 10% of the market arrivals of wheat by the trade as compared with only 6% in the previous season.

Proposal to Double AI Fleet

1756. SHRI BANWARI LAL PUROHIT
SHRI SURESH KALMADI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Air India propose to double its fleet in the next few years;

(b) if so, the details of the plans;

(c) whether it is a fact that Air India plans to meet its entire fund requirement for fleet expansion through external commercial borrowings; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM) : (a) to (d) Air India plans to continue the renewal and expansion of its fleet of aircraft during the ninth plan period. To meet the requirements of funds for growth, Air India will undertake capital restructuring at an appropriate stage. Some funds will be arranged through external commercial borrowings also.

Delhi-Silchar Flight

1757. SHRI SONTOSH MOHAN DEV : Will the Minister of CIVIL AVIATION be pleased to state

(a) whether Indian Airlines is operating a daily flight between Delhi and Silchar;

(b) if not, the reasons therefor;

(c) whether there is any proposal to start a daily flight between these cities; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) No, Sir.

(b) There is inadequate passenger demand between Delhi and Silchar to warrant the introduction of a daily flight on this sector.

(c) No, Sir.

(d) Does not arise.

[English]

Public Distribution System

1758. SHRI PANKAJ CHOWDHARY :
SHRI SATYA DEO SINGH :
SHRI RAJENDRA AGNIHOTRI :

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

(a) whether there is any proposal under the consideration of the Government regarding exclusion of Income Tax payers from the public distribution system.

(b) if so, the salient features thereof.

(c) whether the Government have received any memoranda or complaints in this regard.

(d) if so, the details thereof, and

(e) if so, the steps proposed to be taken by the Government to remedy the situation?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) to (e). The Government proposes to streamline the Public Distribution System (PDS) with its focus on the poor. The details are being worked out in consultation with the States/UTs and in the light of views that may be received on the subject.

[English]

Labour Courts in Assam

1759. DR. ARUN KUMAR SARMA : Will the Minister of LABOUR be pleased to state

(a) the number of Labour Courts with their locations functioning in Assam.

(b) whether the Government propose to set up such courts in every district of the State in view of the huge labour force in the State, and

(c) if so, the details thereof?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) As per the information received from the Government of Assam there are two Labour Courts one each at Guwahati and Dibrugarh, are functioning in the State of Assam.

(b) No, Sir.

(c) Does not arise.

Meeting of Trade Unions with P.M.

1760. SHRI CHITTA BASU : Will the Minister of LABOUR be pleased to state

(a) whether representatives of various Trade Unions in the country met the Prime Minister recently.

(b) if so, the outcome of the meeting, and

(c) the Government's reaction thereto?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (c). The Prime Minister met representatives of the Central Trade Union Organisations on 24th June, 1996 to hear the views of the Trade Unions on matters concerning the workers such as (i) labour protection and social security for agricultural labour, (ii) Uniform minimum wage, (iii) recognition of trade unions based on secret ballot, (iv) elimination of child labour, (v) amendments to Industrial Disputes and Trade Union Acts etc. The trade union leaders stressed the need for creating a proper and congenial atmosphere for maintaining industrial harmony in the country. They laid emphasis on taking measures for protection and generation of employment and employment benefits, review of the functioning of BIFR, revival of NTC mills, comprehensive legislation for agricultural workers, comprehensive measures for elimination of child labour etc. The suggestions made by the Trade Union Leaders have been noted and steps have been taken for more effective enforcement of labour welfare measures, for intensification of labour inspections and strengthening of the labour enforcement machinery.

Revision of Scheme for Foreign Tourists

1761. SHRI JAGAT VIR SINGH DRONA : Will the Minister of TOURISM be pleased to state

(a) whether it is a fact that the Government is planning to revise the scheme for foreign tourists.

(b) if so, the details thereof.

(c) the highlights of the proposed scheme, and

(d) the foreign exchange likely to be earned therefrom?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (d). With a view to attracting foreign tourists to India, the Department of Tourism adopts an overseas marketing strategy which is aimed at bringing maximum number of foreign tourists to the country. This is done by way of identifying thrust markets as also new segments.

The marketing strategy is flexible and takes into account changes taking place in the market situation.

from time to time. It is reviewed each year and is adopted to the need of the market with suitable modifications.

During the year 1995-96, foreign exchange worth Rs. 9,185.88 crores was earned. It is estimated that during 1996-97, the country would earn foreign exchange worth Rs. 10,607 crores.

Production of Zinc and Lead

1762. SHRIMATI VASUNDHARA RAJE : Will the Minister of MINES be pleased to state :

(a) the position of production of zinc and lead during each of the last three years;

(b) whether the production of these products is not sufficient to meet the demand;

(c) if so, the steps taken or proposed to be taken to increase the production;

(d) whether the Hindustan Zinc Limited is one of the leading company dealing with the above production;

(e) if so, the performance of the company during the last three years;

(f) whether Hindustan Zinc Limited proposes to export these products; and

(g) if so, the details thereof?

THE MINISTER OF STEEL AND MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (e). The annual estimated demand, total production of primary zinc and lead metals in the country and the production of M/s Hindustan Zinc Limited (given in brackets), the leading public sector producer of these products, during the last three years is as follows :

Year	Zinc		Lead	
	Demand	Production	Demand	Production
	1	2	3	4
1993-94	158000	143962 (119879)	73000	35179 (25299)

	PDS		RPDS		(Rs. in quintal)	
	Effective from	Common	PDS Fine	Super Fine	Common	RPDS Fine
Rice	11.12.93	437	497	518	387	447
	01.02.94	537	617	648	487	567

Wheat		PDS		RPDS		Imported edible oil	
						Bulk	(Rs. per ton) 15 kg tin
	28.12.91	280	230				
	11.01.93	330	280		04.01.92	22000	25000
	01.02.94	402	352		21.07.94	24000	27000

	1	2	3	4	5
1994-95		192000	148424 (119807)	75000	44993 (34476)
1995-96		202000	141374 (115464)	80000	40316 (27848)

The gap between demand and primary production has been met by imports and recycling of scrap, secondaries etc. Also, M/s Hindustan Zinc Limited in the public sector and M/s Binani Zinc Limited in the private sector have plans for expansion of their production capacities for zinc metal and M/s Indian Lead Limited in the private sector for lead metal.

(f) No, Sir.

(g) Does not arise.

PDS Issue Prices

1763. SHRI HANNAN MOLLAH : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the details of hike in issue prices of Public Distribution System during the last three years;

(b) the date on which the above prices were hiked last;

(c) whether the Government are considering to increase further the above prices;

(d) if so, the details thereof;

(e) the time by which such hike is likely to be effective;

(f) whether the Government have a consensus on the issue; and

(g) if not, the reasons thereof?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) and (b). The details of Central Issue Price during the last three years are as under :

Kerosene	16.09.92	Rs.2201.54 per kilo litres
	01.10.93	Rs. 2530.00 per kilo litres
Levy sugar	17.02.93	Rs.8.30 per kg.
	01.02.94	Rs.9.05 per kg.
Soft coke	27.5.82	Rs.175 per tone

(c) No. Sir. At present there is no such proposal under consideration of the Government.

(d) to (g). Does not arise.

[English]

Telephone Divisional Office in Barroni

1764 SHRI SHATRUGHAN PRASAD SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is no divisional telephone office in Barroni Industrial city, Begusarai district Headquarters, and because of which the people have to face a lot of inconvenience.

(b) if so, the reasons therefor.

(c) whether the Government propose to set up such office in the said city also.

(d) if so, the time by which it is likely to be opened, and

(e) if not the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) (a) It is true that there is no Divisional Telephone Office (known as Telecom District Engineer) at Barauni. The subscribers of Barauni are served by the office of Telecom District Manager at Darbhanga.

(b) Barauni is a part of Darbhanga SSA (Secondary Switching Area). As per the policy of the Department only one Telecom District can be opened in a S.S.A.

(c) No. Sir

(d) Question does not arise

(e) As indicated at (b) above

[English]

Food Security

1765 SHRI JAG MOHAN : Will the Minister of FOOD be pleased to state :

(a) the precautions being taken by the Government to ensure that the long-term food security of the country does not jeopardise by the policies that are being advocated by the developed countries for adoption at the World Food Summit of November, 1996.

(b) whether the Government have so far taken only lukewarm interest in the forthcoming Summit and its participation in the preparatory meetings has been at a low level and without any effective contribution.

(c) whether the ever-increasing use of chemical fertilisers and pesticides and the likely patenting of seeds would increase the input costs and add to the problem of rural indebtedness in India and make agriculture profitable only for large "agri-business" western corporations, and

(d) what precise measures are being contemplated to safeguard Indian agriculture and strengthen India's food security?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) Providing food security to the population is fundamental to the policy of the Government and in pursuance of this, policies are pursued aiming at (i) increased production to meet the demands of rising population and of rising per capita income, (ii) making available foodgrains at affordable prices to all and (iii) continuity in availability in foodgrains is assured by adopting buffer stocking policy for the central pool which feeds the PDS.

(b) No. Sir.

(c) and (d) As far as the cost of chemical fertilizers is concerned, there has been no increase in the price of urea which continues to be under Retention Price Scheme. The enhanced concession allowed w.e.f. 6.7.96 on decontrolled phosphatic and pottasic fertilizers has resulted in the availability of fertilizers at cheaper rates to farmers. Government have adopted Integrated Pest Management (IPM) as guiding principle in plant protection strategy since 1981. It is broad ecological approach encompassing cultural, mechanical, biological methods and techniques of pest control. This helps minimise input costs, environment pollution and maintains ecological equilibrium. It has been decided to evolve a *sui generis* system for protection of plant varieties which inter alia seeks to protect the traditional rights of the farmers as well as rights of the plant breeders and researchers. The proposed *sui generis* system would contain adequate safeguards to ensure that seeds of improved varieties which are granted protection are available to farmers at a reasonable price. To ensure increased production measures like subsidies on inputs, increased institutional credit and better access to institutional credit for small and marginal farmers, and other weaker sections to enable them to adopt modern technology and improved agricultural practices, support prices and marketing facilities are being provided.

Advertisements

1766 SHRI PARASRAM BHARDWAJ

SHRI MANIKRAO HODLYA GAVIT :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the Government have received

proposals that advertisements should be shown on Doordarshan only in the beginning or at the end of the programmes; and

(b) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM) : (a) No, Sir.

(b) Does not arise.

Community Viewing TV Sets

1767. SHRI MANIKRAO HODLYA GAVIT :
SHRI PARASRAM BHARDWAJ :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the criteria fixed for setting up of the Community Viewing Television Sets;

(b) the number of Community Viewing Television sets installed during the Seventh Five Year Plan, State-wise and Location-wise; and

(c) the target fixed for the Eighth Five Year Plan under this scheme, State-wise?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM) : (a) to (c). The Community Viewing Sets are mainly installed in Backward Areas/Border Districts of different States, in schools and Panchayat Ghars. However, installation and maintenance of Community Viewing Sets is considered as the responsibility of concerned State Governments/Union Territory Administrations out of their own funds. Location of installations of Community Viewing Sets is decided by State Governments/Union Territory Administrations and the information therefore, is not Centrally maintained. No funds have been allocated for this purpose during VII and VIII Five Year Plans. However, as a special case Government has provided Community Viewing Sets during VII and VIII Five Year Plans in the States as per the *statement annexed*.

STATEMENT

State-wise Allocations of Community Viewing sets during VII Five Year Plan

	VHF Sets	DR Sets
Assam	1162	338
Arunachal Pradesh	356	104
Nagaland	503	147
Manipur	441	129
Tripura	798	232
Mizoram	124	36

Meghalaya	488	142
(ii) Lakshdweep	-	8
(iii) Sikkim	100	-
(iv) Kashmir Valley	500	-

State-wise Allocations of Community Viewing sets during VIII Five Year Plan

	VHF Sets	DR Sets
Arunachal Pradesh	-	62
Sikkim	-	20
Kashmir Valley	-	65
Maharashtra*	70	-

* 70 Nos. of TV sets have been installed in the earth quake affected areas of Latur and Osmanabad of the state of Maharashtra with funds received from international agencies.

Fund for Construction of Houses for Bidi Workers

1768. SHRI THAWAR CHAND GEHLOT : Will the Minister of LABOUR be pleased to state :

(a) whether the Union Government has provided funds during 1995-96 to the Government of Madhya Pradesh for the construction of houses for Bidi Workers;

(b) if so, the details thereof;

(c) the number of dwelling units constructed by the State Government till March 31, 1996 by utilising these funds and the locations thereof;

(d) whether the State Government has undertaken the construction work as per the target fixed in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Yes, Sir.

(b) The Government of India have issued administrative approval to the State Government's proposal for construction of 2,700 houses for beedi workers in Sagar Division and released 50% subsidy in advance amounting to Rs. 1,21,50,000/- during the year 1995-96 to facilitate the construction of the houses as requested by the State Government.

(c) and (d) The construction work has not yet been started by the State Government.

(e) The selection of land for construction of houses and its transfer by State Government is under process.

Projects in Mining Sector

1769. SHRI HARIN PATHAK : Will the Minister of MINES be pleased to state :

(a) the average cost increase and time over run per project in the Mining sector during the last three years project-wise.

(b) the reasons therefor:

(c) whether the recent fall in the value of rupee is responsible for this increase; and

(d) if so, the steps taken by the Government to offset the increased price during the Eighth Five Year Plan?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) There has been no cost and time over run during the years 1993-94, 1994-95 and 1995-96 in relation to mining projects of Public Sector Undertakings under the Ministry of Mines, excepting projects of Bharat Aluminium Company Limited a Public Sector Undertaking under the Ministry of Mines relating to the Metal processing where the average cost over run during the period since 1993-94 till now has been 12.4% and the average time over run has been 17 months.

(b) and (c) Time over runs have been due to reasons like delay in supply of machinery and equipments by the contractors, industrial relation problems, internal resource constraints, etc. The fall in the value of rupee has also had an adverse effect on the cost of some of the projects.

(d) Better monitoring and re-allocation of resources have been adopted in the implementation of the project.

[Translation]

Accommodation for Telecom Employees

1770. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of quarters constructed for the employees of telecommunications during 1995

(b) the number of quarters allotted during the above period

(c) the percentage of quarters meant for employees of the telecommunications in Delhi

(d) whether the Government fixed the target for construction of quarters for the 14 per cent employees of telecommunications by the end of 1992-93

(e) if so, the extent to which the target achieved state-wise

(f) the number of quarters constructed in Delhi during the above period, location-wise, and

(g) the efforts made by the Government for construction of more quarters for the employees of telecommunications?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) 2023 quarters were constructed during 1995-96 for the Telecom employees.

(b) The information is being collected and it will be laid on the Table of the House.

(c) 100% of the quarters constructed by the field Units of the Deptt. of Telecom are meant for their employees. However, those staff working in the Ministry are entitled to get their quarters under the General Pool controlled by Dte. of Estates.

(d) No, Sir.

(e) Not applicable in view of reply to (d) above.

(f) 53 quarters were constructed in Delhi during 1995-96 as Jhilmil Colony (Under NTR, N Delhi) = 40 Nos.

Rohini Sector-III (MTNL, N Delhi) = 13 Nos.

(g) Deptt. is according highest priority and making vigorous efforts for construction of more qrs. for the employees of the communications.

[English]

Promotion of Tourism

1771. SHRI ANAND RATNA MAURYA: Will the Minister of TOURISM be pleased to state:

(a) whether attention of the Government have been drawn to the news-item captioned "Luring tourists via Internet" appearing in the daily Times of India dated June 29, 1996.

(b) if so, the details thereof.

(c) whether the Government propose to develop more tourist spots in different parts of the country to allure foreign tourists, and

(d) if so, the steps proposed to be taken by the Government to ensure protection of foreign tourists?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b) Information about tourist attractions in India are presently available through the home pages of India in the World Wide Web of INTERNET. These pages contain information about various aspects of India including physical features, people and polity, climate, flora and fauna, music and dance, cuisine, shopping facilities, etc. Advertisements are also issued on tourism events in India through a newspaper on Internet.

(c) The development of tourist spots is an ongoing process and is primarily the responsibility of the State/UT Governments. However, Central financial assistance is provided on the basis of specific proposals received from them, inter-se priorities and availability of funds.

(d) The State/Union Territory Governments are directly concerned with the security of residents and visitors as law and order is a State subject. However, the Central Department of Tourism has formulated guidelines for the benefit of travel agents, tour operators, tourist transport operators, guides, etc. who provides various services to the tourists.

Deportation of Indians

1772. SHRI R. SAMBASIVA RAO : Will the Minister of LABOUR be pleased to state :

(a) whether some workers have been victims of travel agents alluring foreign employments etc. and duping them with handsome money;

(b) if so, the number of such persons deported last year; and

(c) the preventive measures/necessary action taken against these travel agents?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (c). Complaints are received from time to time against some Recruiting agents alluring workers for employment abroad. According to the information available, during the year 1995-25 and 37 workers were deported from Singapore and U.A.E., respectively. As and when complaints are received against the erring Recruiting Agents, these are enquired into with the help of police and the concerned Indian Missions abroad depending upon the nature of complaints. Action to suspend/cancel the Registration Certificate is taken in appropriate cases.

Telephone Complaints in Delhi

1773. SHRI MANORANJAN BHAKTA :
SHRI RAMSAGAR :
SHRI R. L. P. VERMA :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephones remain dead/out of order and the complaints are invariably not attended for months together by MTNL;

(b) if so, the details thereof, State-wise and particularly in Delhi and Uttar Pradesh;

(c) whether the telephone complaints fed in computers and complaint numbers given to the subscribers are removed by the telephone authorities from the computer if the complaint is not attended to on the same and defect rectified and the subscriber has to lodge complaint again and is given fresh complaint number;

(d) if so, the steps Government propose to take to see that complaints once fed in the computer are not removed till the defect is rectified;

(e) the number of complaints received by 198 and the number out of these attended to/rectified during January-June, 1996;

(f) whether the subscribers have been given the fund of the telephone bill whose telephone remained out of order for more than seven days; and

(g) if so, the number thereof and if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir. Complaints fed into the computer are not cleared unless the numbers have been set right.

(d) Does not arise.

(e) In MTNL, Delhi, 2036783 complaints were booked and all faults were cleared from January-June, 96 except for 27493 complaints which were attended in the month of July, 1996.

(f) Yes, Sir.

(g) In MTNL, Delhi during Jan., 96 to June, 96 in 3667 cases, subscribers have been granted rebate in rental.

Welfare Schemes

1774. DR. BALIRAM : Will the Minister of WELFARE be pleased to state :

(a) the details of the various welfare schemes being run by the Government;

(b) the amount provided by the Government to various organisations during each of the last three years;

(c) whether any check has been exercised to the effect that the said amount was utilised properly;

(d) if so, the outcome thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) The details of the various welfare schemes are given in enclosed statement.

(b) The amount given by the Government to various organisations during the last three years is as follows:

	(Rs. in crores)
1993-94	50.18
1994-95	76.11
1995-96	71.20

(c) to (e) The concerned State Governments and Government of India conduct periodic inspections of these organisations to ensure proper implementation as well as utilisation of funds released to the organisations. The accounts of the organisations are audited by the Chartered Accountants regularly. The aim of the monitoring system of the Government is to ensure proper utilisation of the funds given to the NGOs. In most of the cases, the Government of India gets satisfactory reports from the State Governments in regard to the functioning of NGOs.

STATEMENT*Details of Welfare Schemes***Welfare of Scheduled Castes :**

1. SCA to SCP
2. Assistance to Scheduled Castes Development Corporation
3. N.S.F.D.C
4. Liberation and rehabilitation of scavengers and their dependents.
5. Pre-Matric Scholarships for SC/ST students.
6. Pre-Matric Scholarships for the children whose parents are engaged in unclean occupation.
7. Special Educational Development programme for SC girls belonging to very low literacy levels
8. Book Banks for SC/ST students
9. Girls Hostel for SCs
10. Boys hostels for SCs
11. Coaching and Allied Scheme for SC/ST
12. Upgradation of merit of SC/ST students
13. PCR/Atrocities act
14. Aid to Voluntary Organisation for SCs
15. Research and Training
16. Dr. Ambedkar Centenary Projects

Welfare of Scheduled Tribes

1. Girls Hostels for STs
2. Boys Hostels for STs
3. Ashram Schools for STs
4. Education Complex for ST Girls in Low Literacy Bockets
5. Aid to Voluntary Organisations for STs
6. Vocational Training in Tribal Areas
7. Research and Training
 - (i) Grants to Tribal Research Institutes and Award to Research Fellowships
 - (ii) Supporting Projects of All India or inter state nature
8. Grants to State Tribal Development Corporations for MFP Operations
9. Investment towards share capital in TRIFED
10. Price Support cooperations to TRIFED
11. Special Central Assistance for TSP
12. Grants under Proviso (1) to Article 275 (1) of the Constitution.

Welfare of Handicapped

1. Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances
2. Assistance to Voluntary Organisations for the Disabled.
3. Assistance to Voluntary Organisations for Establishment and Development of Special Schools.
4. Assistance to Voluntary Organisations for Rehabilitation of Leprosy Cured Persons.
5. Assistance to Voluntary Organisations for Persons with Cerebral Palsy and Mental Retardation for Manpower Development

Welfare of Child & Aged and Scheme for Social Defence

1. Assistance to Organisations for Welfare of Street Children.
2. Assistance to Organisations for Welfare of Aged
3. Scheme of Organisational Assistance to Social Welfare Organisations
4. Scheme of Assistance to Organisations for Drug Abuse and Prevention
5. Scheme of Assistance for Adoption of Children

Welfare of Backward Classes & Minorities :

1. Pre-Examination Coaching for Weaker Sections based on Economic Criteria
2. The National Minorities Development and Finance Corporation
3. The National Backward Classes Finance & Development Corporation

Explosion rocked IGIA

1775 SHRI SURESH KALMADI Will the Minister of CIVIL AVIATION be pleased to state

(a) whether it is a fact that an explosion rocked Indira Gandhi International Airport in July 3, 1996

(b) if so, the details of the enquiry conducted into the matter, and

(c) the steps Government propose to take to obviate the recurrence of such incidents?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) (a) Yes Sir

(b) The explosion occurred in the airline check-in area of Terminal II of Indira Gandhi International Airport at Delhi from the baggage of departing passengers who were the crew of a Russian ship. The explosion was caused by a barrel type object, 9" in length and

with 1 1/2" diameter, used by ships for giving distress signals to indicate their position.

(c) The surveillance and security of the departure area have been enhanced.

STD/ISD Booths in Madhya Pradesh

1776 SHRI VISHVESHWAR BHAGAT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of STD/ISD public telephone booths functioning in Madhya Pradesh; and

(b) the number of applications still pending for allotment of such new booths in the State?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) At present 8936 STD/ISD public telephones are functioning in Madhya Pradesh

(b) 396 applications are pending for allotment of STD/ISD public telephones.

Pending Projects

1777. SHRI JAI PRAKASH AGARWAL : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether some projects of the National Capital Territory of Delhi are pending with the Government for clearance.

(b) if so the details thereof, project-wise

(c) since when these projects are pending alongwith the estimated cost thereof

(d) the reasons for delay in this regard and

(e) the time by which these projects are likely to be accorded sanction?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) No project of the National Capital Territory of Delhi is pending with Ministry for clearance

(b) to (e) Do not arise

STD Facility in Singramau

1778 DR RAMVILAS VEDANTI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephone exchange at Singramau is functioning smoothly

(b) if so the details thereof

(c) whether the subscribers of Singramau telephone exchange have been demanding to provide the STD facility for a long time

(d) if so, whether the Government propose to provide STD facility in view of the public interest; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). The telephone exchange at Singramau village in Badlapur Tehsil is a 64 Port electronic exchange and is working satisfactorily. It is connected to Jaunpur on Physical line of 42 Kms. distance

(c) Yes, Sir.

(d) and (e). It is proposed to provide STD facility at Singramau in 1997-98 on reliable media.

National Minorities Finance and Development Corporation

1779 SHRI E AHAMED : Will the Minister of WELFARE be pleased to state :

(a) the number of members in the National Minorities Finance and Development Corporation;

(b) the details of the functions of the said corporation alongwith its development programmes for minorities

(c) the schematic amount spent by the corporation for development works, so far; and

(d) the details of the schemes envisaged by the National Minorities Finance and Development Corporation for future?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) There are five shareholders of National Minorities Finance and Development Corporation (NMDFC) at present. Besides the Central Government, the Governments of States of Andhra Pradesh, Karnataka, Kerala and Uttar Pradesh have become shareholders of the Corporation by virtue of their contribution towards the equity Capital

(b) National Minorities Development and Finance Corporation provides assistance to the backward sections among minorities for setting up of self-employment ventures and other promotional activities for their entrepreneurial development at concessional rates

The National Minorities Development and Finance Corporation implements its schemes through the State Channelising Agencies

(c) The National Minorities Development and Finance Corporation provides loan facilities under two schemes at present, namely, term loan and margin money loan. Under term loan the Corporation provides loan to the extent of 85 per cent of the total project cost subject to a maximum of Rs.85 000/- Under the margin money loan scheme, the Corporation extends loans to the tune of 25 per cent of the project cost with maximum

limit of Rs.25,000/- Till date the amount spent by the Corporation under the two schemes is given below :-

Name of the Scheme	Money spent (Rs. in lakhs)
1. Term loan	3307.35
2. Margin Money loan	468.26
Total	3775.61

(d) The National Minorities Development and Finance Corporation was established in September, 1994 only and the present emphasis is on the effective implementation of the existing schemes.

[Translation]

Contract Labour System

1780. SHRI CHITRANSEN SINKU : Will the Minister of STEEL be pleased to state :

(a) whether the permanent nature work is got done through contract labour system in the Undertakings being run by Steel Authority of India Limited in Singbhum district.

(b) if so, since when and the total number of such contract labourers, and

(c) the steps proposed to be taken by the Government to regularise such labourers?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (c) The information is being collected and will be laid on the Table of the House

T.V. Studio, Madurai

1781. SHRI A G S RAM BABU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to set up a TV Studio and introduce Metro Channel at Madurai, Tamil Nadu.

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C M IBRAHIM) : (a) to (c) A TV Studio is envisaged to be set up at Madurai in Tamil Nadu subject to availability of adequate resources and approval of the scheme by the competent authority. The normal lead time for commissioning of a project of this nature is about 3-4 years after commencement of Civil works at site. There is no proposal, at present, to start Metro Channel (DD II) service of Doordarshan from Madurai. Further

extension of Metro service (DD II) to hitherto uncovered State/Union Territories including Tamil Nadu would depend upon availability of resources for the purpose and inter-se priorities.

Welfare Schemes in Rajasthan

1782. PROF. RASA SINGH RAWAT : Will the Minister of WELFARE be pleased to state :

(a) whether it is a fact that the amount for tribal area welfare fund (Tribal Sub-plan) has been drastically reduced;

(b) if so, the reasons therefor;

(c) whether his ministry has received some welfare schemes from Rajasthan;

(d) if so, the details of such schemes and reaction of the Government thereto, and

(e) the steps being taken by the Union Government to promote the living conditions of destitute children by implementing welfare schemes in Rajasthan?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) No, Sir

(b) Does not arise.

(c) No, Sir. However, under ongoing schemes proposals with the recommendation of the State Government are processed and funds are released.

(d) Does not arise.

(e) A Scheme for Welfare of Street Children is being implemented in Jaipur since 1994. A sum of Rs 9.26 lakh has been released in the last two years to two organisations in Jaipur.

[English]

Contribution to E.P.F.

1783. SHRI SANAT KUMAR MANDAL : Will the Minister of LABOUR be pleased to state :

(a) the names of companies/firms which have failed to remit their portion of contribution to the Employees Provident Fund amounting to Rs 10 lakhs and more during 1995-96 throughout the country, as per information available with his Ministry, and

(b) if so, the penal action taken to bring these defaulters to book?

THE MINISTER OF LABOUR (SHRI M ARUNACHALAM) : (a) A Statement is enclosed.

(b) Necessary legal and penal action as provided under Section 7-A, 8-B, 8G, 14 and 14-B of the Employees' Provident Funds & Miscellaneous Provisions Act, 1952 and also under Section 406/409 of the IPC is already being taken against the defaulting establishments.

STATEMENT

Name of the establishment having PF default of
Rs 10 00 Lakh and above

(As on 31.3.96)

S.No. A-Unexempted Establishments.

1	2
Andhra Pradesh	
1	M/s. Republic Forge
2	M/s. Bhajaragan Jute Mills. Gnt
3	M/s. Nellimarla Jute Mills Co.Ltd. Nellimarla. VSP
Bihar	
1	M/s. Rohika Central Co-operative Bank. Madhubani
2	M/s. Ashok Paper Mills. Darbhanga
3	M/s B S Sugar Corp. Lauria. West Champaran
4	M/s B S Agro Industries Development Corp. Sinha Library Road. Patna.
5	M/s. B S Construction Corp. Sitaram Sadan. Boring Road Patna.
6	M/s. Rajhans Refractories. Katras Grah. Dhanbad.
Delhi	
1	M/s. Ayudhya Textiles
Gujarat	
1	M/s. Rajanagar Textile I
2	M/s. Rajnagar Textile II
3	M/s. Mahalaxmi Textile
4	M/s. Ahmedabad New Textile
5	New Manekchowk.
6	M/s. Ahmedabad Jupiter Textile.
7	M/s. Jahangir Textile
8	SLM-Maneklal
9	M/s. SLM- Maneklal
10	M/s. T. Maneklal Ind
11	Sevalia Cement
12	M/s. Ahmedabad New Tex Mills. Ahmedabad
13	M/s. Jahangir Textile Mills. Ahmedabad
14	M/s. Rajnagar Textile Mills No 1. Ahmedabad
15	M/s. Rajnagar Textile Mills No 2. Ahmedabad
16	M/s. Viramgam Textile Mills. Viramgam
17	M/s. New Manekchowk Tex Mills. Ahmedabad
18	M/s. SLM Maneklal Ahmedabad.
19	M/s. The Jupiter Textile Mills. Ahmedabad.
20	Mahalaxmi Textile Mills. Bhavnagar

1	2
21	M/s. Parshuram Pottery Works Ltd.. Morbi.
22	M/s. Central Paper & Pulp Mills. Vapi. Surat.
Haryana	
1	M/s. Usha Spinning & Weaving Mills Ltd.
2	M/s. Krishan Lal P. School. Rewari
3	M/s. Chooto Ram Govt. High School.
4	M/s. S.D.M. School. Sonipat
5	M/s. Vaish Tech. Industries
6	M/s. All India Jat Heros College. Rohtak
7	M/s. Vaish College. Rohtak.
8	M/s. S.B. College. Ambala Cantt
9	M/s. G.M.N. College. Ambala Cantt
10	M/s. M.L.N. Sr. Sec. School (2530). Yamuna Nagar
11	M/s. Guru Nanak Girls College. Yamuna Nagar
12	M/s. M.L.N. College. Yamuna Nagar (2551)
13	M/s. Join Girls College. Karnal
Karnataka.	
1	M/s. Salar Jung Sugar Mills. Munirabad
2	M/s. Samagar Grama Seva Samiti. Bijapur
3	M/s. Ganesar Textiles.
Kerala.	
1	Shaitya Pravartaka Co-op. Gen. Store
2	Kolikanam Estate.
3	Manjumala Estate
4	Apple Phote Beedi
Madhya Pradesh	
1	M/s. Binod Mills. Ujjain.
2	M/s. Bimal Mills. Ujjain.
3	M/s. Indore Textile. Ujjain
4	M.P.S.R.T.C. Ujjain.
5	M/s. Hukum Chand Mills
6	M/s. Rajkumar Mills
7	M/s. Shri Sajjan Mills
8	M/s. Jaora Sugar Mills
9	M/s. G.S.I.T.C. Indore
10	M/s. Indore Malwa Mills
11	M/s. Kalyan Mal Mills. Indore
12	M/s. Swedeshi Cotton Mills
13	Bangal Nagpur Cotton Mills. Rajnandgaon
14	M/s. New Bhopal Textiles
15	M/s. Hira Mills. Ujjain.
16	M/s. Bilaspur Spinning
17	M/s. M.P.S.T.R.C. Gwalior

1	2
18.	M/s. M.P.S.R.T.C., Bhopal
19.	M/s. Misshil H.S. School
20.	M/s. M.P.S.R.T.C. Sagar
21.	M/s. M.P.S.R.T.C., Seoni
22.	M/s. M.P.S.R.T.C., Kabalpur
23.	M/s. M.P.S.R.T.C., Satna
24.	M/s. P.B.M. Polytex.

Maharashtra

1.	M/s. Bradbury Mills Ltd
2.	M/s. Bharat Textile Mills
3.	M/s. Saksaria Cotton Mills.
4.	M/s. Shree Sitram Mills
5.	M/s. Jupiter Textile Mills.
6.	M/s. New India Rayon Mills Co. Ltd
7.	M/s. Podar Processors
8.	M/s. National Textile Corporation.
9.	M/s. Appollo Mills.
10.	M/s. India United Mills Ltd
11.	M/s. Jam Mfg. Co
12.	M/s. New City of Bombay Mfg. Co. Ltd.
13.	M/s. Digvijay Spg & Wvg. Co Ltd
14.	M/s. New Kaiser-I-Hind Textile Mills
15.	M/s. Estrela Batteries Ltd
16.	M/s. Kohinoor Mills Ltd
17.	M/s. India United Mills
18.	M/s. India United Mills
19.	M/s. India United Mills
20.	M/s. India United Mills
21.	M/s. Tata Mills Ltd
22.	M/s. Hindustan Equipment Suppliers.
23.	M/s. Industrial & Agricultural Engg. Co. (I) Ltd.
24.	M/s. D.R. Steel Ind
25.	M/s. Sion Garage Pvt. Ltd. Thane.
26.	M/s. Keming Tools Co. Pvt. Ltd. Thane.
27.	M/s. Bush India Ltd. Thane
28.	M/s. Vishwakarma Spg & Wvg. Co-op. Soc. Ltd
29.	M/s. Solapur Spg & Wvg. Mills
30.	M/s. Dhulia Textile Mills
31.	M/s. Sanjay Sah. Sakhar Karkhana Ltd
32.	M/s. Nasik Distt. Co-Op. Spg. Mills
33.	M/s. Panzarkan Sah. Sakhar Karkhana (Sugar)
34.	M/s. Ogale Glass
35.	M/s. The Madhavangar Cotton Mills
36.	M/s. Nanded Textile Mills
37.	M/s. G.G.T. Kapyee Pvt. Ltd. Aurangabad

1	2
38.	M/s. Godore Tools (I) Pvt. Ltd.
39.	M/s. Automobile Products of India
40.	M/s. Nanded Sahakari S.G.
41.	M/s. Marathawada Agricultural University
42.	M/s. Gajanan S.S.D. Ltd.
43.	M/s. Tuljabha Wani College of Engg. (School)
44.	M/s. Vinayak Sah. Sakhar Karkhana (Sugar)

North East Region

1.	M/s. Tripura Jute Mills.
2.	M/s. Associated Industry.
3.	M/s. Sugar Mills.

Orissa

1.	M/s. National Carbon Product
2.	M/s. O.S.R.T.C.
3.	M/s. B.T.M. Jharsuguda
4.	M/s. Orissa Construction Corporation

Punjab.

1.	M/s. Lyalpur Khalsa College Ltd.
2.	M/s. FCI. Rajpura
3.	Chief Engineers. Chandigarh.
4.	M/s. FCI. Jagron
5.	M/s. FCI. Mulanpur
6.	M/s. Food Storage Depot.
7.	M/s. FCI. Doraha
8.	M/s. Auto Piston Amritsar.

Rajasthan

1.	M/s. Jaipur Spinning & Wvg. Mills. Jaipur
2.	M/s. Jaipur Udyog
3.	M/s. Percet Thread. Udaipur

Tamil Nadu

1.	M/s. Richardson & Crudas Ltd
2.	M/s. Child Trust Hospital
3.	M/s. Apri College & Research Institution
4.	M/s. Azhagappa Spg. Mills.
5.	M/s. Mahalaxmi Textile
6.	M/s. S.D.A. School. Uritampatti
7.	M/s. S.D.A. School. Madurai
8.	M/s. Mettur Textile
9.	M/s. Periyal Distt. Co-op. Spg. Mills (P) Ltd
10.	M/s. Somasundaram Mills Ltd
11.	M/s. Dhanalakshmi Mills Ltd
12.	M/s. Radhkrishna Mills Ltd.

1	2
West Bengal	
1.	Sachindra Ch. T.E. WB/1043.
2.	M/s Mathura Tea Estate.
3.	M/s. Associated Assby
4.	M/s The Small Tools Mfg
5.	M/s Wool Combers of India.
6.	M/s Basumati Corporation.
7.	M/s Favourite Small Investment Ltd.
8.	M/s Universal Heavy Mechanical Lifting Entps.
9.	M/s India Paper Pulp
10.	M/s Himalayan Rubber.
11.	M/s Bengal Textile & Manidra Mills
12.	M/s S C I L
13.	M/s Bengal Fine Spng. Mills.
14.	M/s Associated Porcelain (P) Ltd.
15.	M/s Janapriya Finance Industrial Corpn.
16.	M/s The State Fisheries Development Corpn
17.	M/s Arati Cotton Mills
18.	Bengal Fine Mill No. 1.
19.	M/s National Iron & Steel
20.	M/s Keymer Bagshowe Mfg
21.	M/s Sri Eng. Products.
22.	M/s Sri Bajrang Electric Steel Co
23.	M/s Britaania Eng. Products.
24.	M/s Calcutta Jute Mills.
25.	M/s Empire Jute Mills.
26.	M/s Premchand Jute Mills
27.	M/s Naskarpara Jute Mill
28.	M/s Bengal Laxmi Cotton Mill
29.	M/s Laxmi Narayan Cotton Mills
30.	M/s Rampuria Cotton Mills
31.	M/s Central Cotton Mills
32.	M/s Bharat Process & Mechanical
33.	M/s National Investment
34.	M/s Usha Atlas Hydraulic
35.	M/s Sodepur Cotton Mills
36.	M/s S G R Industries
37.	M/s Jyoti Weaving Factory Mills
38.	M/s Shree Mahalaxmi Cotton Mills
39.	M/s New Tobacco Co. Ltd.
40.	M/s Calcutta Fan Works Ltd
41.	M/s Indo Japanese Industries Ltd
42.	M/s Holman Climax Mfg. Co.
43.	M/s Bangasri Cotton Mills
44.	M/s India Carboard Industry

1	2
45.	M/s. Indo-Japanese Steel.
46.	M/s. India Capacitors.
47.	M/s. R.B.L. Ltd.
Uttar Pradesh.	
1.	M/s Shree Ajudhia Sugar Mills. Moradabad
2.	M/s Neoli Sugar Factory. Etah
3.	M/s. J.K. Jute Mills. Kanpur.
4.	M/s Basti Sugar Mills. Basti
5.	M/s Basti Sugar Mills. Walterganj. Basti
6.	M/s. U.P. Sahkari Katai Mills. Fathepur
7.	M/s Dil Pasand Bidi Co. Farrukhabad
8.	M/s Himalayani Megnisite Ltd. Pithrogarh
9.	M/s. Nilanchal Ind. Works. Allahabad
10.	M/s UPSRTC. Allahabad
11.	M/s Bijli Cotton Mills
12.	M/s U.P. State Sugar Corpn. Nekpur. Bareilly
13.	M/s. Belwel Spinning Mills. Nainital
14.	M/s Moradabad Syntex
15.	M/s Swedeshi Cotton Mills
16.	M/s Laxmi Rattan Cotton Mills
17.	M/s Atherton Mills
18.	M/s Muir Mills
19.	M/s New Victoria Mills
20.	M/s. B.I.C. Cownpore Woollen Mills
21.	M/s Elgin Mills (I)
22.	M/s Elgin Mills (II)
23.	M/s Betwa River Board
24.	M/s. U.P. Sahakari Katai Mills Ltd
25.	M/s Stellion Shox (P) Ltd
26.	M/s U.P.S.S.C. Gorakhpur
27.	M/s U.P.S.S.C. Hardoi
28.	M/s Shri Vikram Cotton Mills
29.	M/s Sitapur Plywood Ltd
30.	M/s Associated Journals
31.	M/s Lord Krishna Textile
32.	M/s Swadeshi Cotton Mills
33.	M/s U.P. State Road Transport Corporation
34.	M/s Ratna Sugar Mills
35.	M/s Triveni Structurals
36.	M/s U.P.S.R.T. Allahabad.
37.	M/s Varansi Electricity Supply Undertaking
38.	M/s Allahabad Patrika Pvt. Ltd
39.	M/s U.P. Instruments Ltd
40.	M/s U.P.S.S.C. Nawabganj

1	2
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41. M/s. U.P.S.S.C. Baharich.
42. M/s. U.P.S.S.C. Deoria.

B-Exempted Establishments

S.No. Name of the establishment

1	2
---	---

Andhra Pradesh

1. M/s. Hyderabad Allwyn Ltd
2. M/s. Andhra Cements Ltd
3. Praga Tools Ltd.
4. H.M.T. Ltd (Lamps Unit)
5. A.P. Heavy Machinery & Engg. Ltd.

Bihar

-Nil-

Delhi

1. M/s. Delhi Transport Corporation

Gujarat

1. M/s. Gaeckwar Mills Ltd Bilimora

Haryana

1. M/s. I.D.P.L. Gurgaon

Karnataka

-Nil-

Kerala

-Nil-

Madhya Pradesh

1. M/s. Burhanpur Tapti Mills Ltd Burhanpur

Maharashtra

1. M/s. Maharashtra State Coop. Mkts Ltd
2. M/s. Finley Mills
3. M/s. Gold Mehur Mills
4. M/s. Western India Spg & Wvg Mills
5. M/s. Khandesh Spg & Wvg Mills Jalgaon
6. M/s. Modal Mills Ltd. Nagpur
7. M/s. Laxmi Vishnu Mills. Pune
8. M/s. Akola Oil Industries

N.E. Region

-Nil-

Orissa

1. M/s. Orissa Construction Corporation

1	2
---	---

Punjab

-Nil-

Rajasthan

1. M/s. R.S.E.B. Jaipur
2. M/s. Hindustan Copper Ltd

Tamil Nadu

1. M/s. Best & Crompton Engg. Ltd
2. M/s. Tamil Nadu Civil Supplies M/s 10 Corporation.

Uttar Pradesh

-Nil-

West Bengal

1. M/s. Calcutta State Transport Corporation
2. M/s. Smith Stanistreet Pharmaceuticas Ltd
3. M/s. West Bengal State Electricity Board.
4. M/s. Dunber Mills Ltd
5. M/s. Sree Durga Cotton Mills
6. M/s. The Jugantar Ltd.
7. M/s. S.C.I.L. (I) Ltd
8. M/s. Bowregh Cotton Mills Ltd
9. M/s. Jessop & Co Ltd
10. M/s. Braithwait & Co Ltd
11. M/s. Mohini Mills Ltd
12. M/s. Beni Ltd
13. M/s. Aluminium Mfg. Co
14. M/s. Bengal Chemicals & Pharmaceuticals Ltd
15. M/s. Tyre Corporation of India Ltd (Trust-1)
16. M/s. Burn Standard & Co Ltd
17. M/s. Indian Standard Wagon
18. M/s. Central Inland Water Transport Corporation Ltd
19. M/s. Anglo Brothers
20. M/s. Indian Paper Pulp
21. M/s. Machinery Mfg. Corporation Ltd
22. M/s. Containers & Caps Ltd
23. M/s. Bengal Salt & Co. Ltd
24. M/s. Mining & Allied Machinery Mfg. Corporation
25. M/s. South Bengal State Transport Corporation
26. M/s. North Bengal State Transport Corporation
27. M/s. Incab Industries
28. M/s. Hooghly Dock & Port Engineers Ltd
29. M/s. The Trading Corporation

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Jute Mills in West Bengal :

30. M/s. Ambica Jute Mills Ltd.
31. M/s. Megna Jute Mills Ltd.
32. M/s. Angus Co. Ltd.
33. M/s. Victoria Jute Mills
34. M/s. Nuddea Mills
35. M/s. Kankanarh Co. Ltd.
36. M/s. Eastern Mfg. Co. Ltd.
37. M/s. Shree Gourishankar Jute
38. M/s. Howrah Mills.
39. M/s. Baranagore Jute
40. Delta Jute Co. Ltd.
41. M/s. Nandhati Jute Mills Ltd.
42. M/s. Agapan Co.
43. M/s. Samraggur Jute.
44. M/s. Gouripore Jute Co. Ltd.
45. M/s. Kelvin Jute.
46. M/s. Titaghur Jute Co. Ltd.
47. M/s. New Central Jute Mills
48. M/s. North Brock Jute Mills
49. M/s. Budge Jute.
50. M/s. Anglo India Jute Mills.
51. M/s. Kanoria Jute
52. M/s. N.J.M.C. Unit-National
53. M/s. J.M.C. Unit - Union
54. M/s. J.M.C. Unit - Kinnision
55. M/s. J.M.C. Unit - Alexandra
56. N.J.M.C. Unit - Khandah.

Public Distribution System

1784 SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state

(a) the total number of Blocks where Public Distribution System is functioning in Kerala.

(b) the number of Blocks where the Government have introduced the Revamped Public Distribution System;

(c) whether the Government have received any representation to expand the above Public Distribution System in more Blocks.

(d) if so, the details thereof; and

(e) the steps taken by the Union Government in this regard?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (e). As per the present policy, entitlement of Public Distribution System (PDS) is universal in nature. The total number of block in Kerala are 152, out of which 21 are getting the benefits under Revamped PDS. The Government of Kerala had requested for extension of RPDS to another 53 blocks in the December, 1995. The RPDS was sought to be extended only to these blocks which were covered under Employment Assurance Scheme (EAS). These blocks were not covered and hence RPDS was not extended to these 53 blocks.

[Translation]

Cellular Phone Service in Madhya Pradesh

1785. DR. SATYANARAYAN JATIA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the cellular phone service has been introduced in Madhya Pradesh;

(b) if so, the details thereof, district-wise, location-wise and particularly in Ujjain and Ratlam; and

(c) the expenditure incurred on setting up of the said system in each district?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : No, Sir. However, licences have been issued to two Indian Companies, namely M/S Cellular Communications India Ltd. and M/s Reliance Telecom Pvt. Ltd. for operation of Cellular Phone Service in Madhya Pradesh.

(b) and (c). Do not arise in view of (a) above.

[English]

Abolition of Contract Labour System

1786. SHRI AMAR ROY PRADHAN : Will the Minister of LABOUR be pleased to state :

(a) whether Hon'ble Supreme Court in its judgements has directed the Union and State Governments to take necessary steps for abolition of contract labour system;

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

(c) the steps taken by the Government to implement the judgements and to keep a check on its implementation in States?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) and (b). Child disposing off the matter the Hon'ble Supreme Court of India in Civil Appeal No. 5497 of 1995, Gujarat Electricity Board, Thermal

Power Station, Ukai Vs Hind Mzdoor Sabha and Ors. recommended inter alia that the appropriate Government on its own should take initiative to abolish the labour contracts in the establishments concerned by following the procedure laid down under the Act.

(c) A copy of the judgement has been sent to all Ministries/Departments and State Governments for taking appropriate action.

[Translation]

Development of New Tourist Spots

1787. SHRI SUSHIL CHANDRA : Will the Minister of TOURISM be pleased to state :

(a) the amount spent on the development of new tourist spots set up during 1995-96.

(b) the number of tourist spots opened during the said period:

(c) the number of tourist places which are proposed to be opened during 1996-97, and

(d) the share of the Central and State Governments in the expenditure incurred on the development of new tourist spots?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b). The Department of Tourism, Government of India has released an amount of Rs.1751.48 lakhs for 182 projects during 1995-96 to the State Governments/Union Territories for the development of tourist infrastructure. Identification and development of tourist spots is a continuous process and is primarily the responsibility of the State Government/ Union Territory.

(c) and (d). 116 projects have been identified for Central Financial Assistance during 1996-97 in consultation with the State Governments.

[English]

Consumer Protection Act

1788. SHRI RAMESH CHENNITHALA : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the the Union Government have received any request from some of the State Governments or voluntary organisations to amend the Consumers Protection Act, 1986.

(b) if so, the details thereof, and

(c) the reaction of the Government thereto?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (c). Yes, Sir. Central Government had constituted

a Working Group to suggest suitable amendments to the Consumer Protection Act, 1986 and the Rules framed thereunder, to make it more effective and purposeful. The suggestions received from the various State Governments and voluntary organisations have been duly examined by the Working Group. The Working Group has submitted its report which contains several recommendations. As the recommendations pertain to various Ministries/Departments, discussions/ consultations with them are in progress so as to finalise the amendments of the Consumer Protection Act, 1986.

Contract to Russian Company

1789. SHRI PRAMOD MAHAJAN : Will the Minister of STEEL be pleased to state :

(a) whether the Steel Authority of India Limited (SAIL) has recently awarded a multi-crore contract in Bhilai to a Russian Company, M/s Tyazhpromexport (TPE) which is alleged to have been involved in the Hawala pay-off case:

(b) if so, the details thereof:

(c) whether SAIL and the Union Government have considered the alleged involvement of the TPE before the contract was awarded to TPE; and

(d) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (d) Bhilai Steel Plant/SAIL has awarded in January, 1996, a contract to M/s Tyazhpromexport (TPE) Russia, for turn-key package of Raw Material Storage & Handling System of Sinter Plant No. 3 at Bhilai Steel Plant.

The order was placed on the basis of competitive bidding and after following transparent procedures, at a total order value of Rs 181.310 crores on M/s TPE as principal contractor and M/s Tyzhprom - India Private Limited as their Indian associate. The implementation schedule of the project is 27 months from 10.1.96 i.e., the date of the signing of the contract.

Neither SAIL nor the Ministry of Steel has any information about the alleged involvement of M/s TPE in the Hawala case.

[Translation]

Expansion of Telephone Facilities in Bihar

1790. SHRI LALIT ORAON : Will the Minister of COMMUNICATIONS be pleased to state.

(a) whether the Government have any scheme for the expansion of telephone services in Gumla, Lohardaga and Ranchi Districts of Bihar.

(b) if so, the names of the Divisional Head offices which are proposed to be covered under this scheme, and

(c) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes, Sir.

(b) There are plans to expand telephone exchanges at the following sub-divisional head quarters of these three districts during 1996-97 - Gumla, Simdaga, Lohardaga, Ranchi and Khunti.

(c) Does not arise.

[English]

Integrated Education Scheme for Disabled Children

1791 SHRI SOUMYA RANJAN : Will the Minister of WELFARE be pleased to state

(a) whether the progress of the integrated Education Scheme for disabled children has been satisfactory;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the manner in which it is proposed to be streamlined?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) to (c). The required information as supplied by Ministry of Human Resource

Development (Deptt. of Education) is given in the enclosed *statement I* and *II*.

STATEMENT-I

Centrally Sponsored Scheme of Integrated Education for the Disabled Children (IEDC)

- At the end of the Seventh Plan, 28,000 disabled children had been covered under the Scheme.
- At present over 40,000 disabled children have been covered.
- The Eighth Plan outlay for implementation of this scheme is Rs 25.00 crores. The allocation for 1996-97 is Rs 4.70 crores. State-wise details of the grants released during the 4 years of the current Plan period is annexed.
- By the end of the Eighth Plan, 50,000 disabled children are expected to be covered under the scheme.
- 25 State/UTs have so far received financial assistance under the scheme as against 6 to 7 States that had received assistance in 1982-83.

STATEMENT-II

Assistance to States/UTs for Integrated Education for the Disabled Children (IEDC)

(Rs in lakhs) (Plan)

S No	States/Union Territory	Amount Released			
		1992-93	1993-94	1994-95	1995-96
1	2	3	4	5	6
1	Andhra Pradesh	66	14.01	32.46	-
2	Bihar	36.95	-	26.58	-
3	Gujarat	67.21	-	39.80	-
4	Haryana	16.80	-	-	-
5	Himachal Pradesh	9.55	6.34	-	3.90
6	Jammu & Kashmir	(grant given prior to 92-93)			
7	Karnataka	39.08	4.19	70.73	47.78
8	Kerala	-	111.58 13.70	66.59	495.21
9	Madhya Pradesh	30.90 2.49 (VO)	- 2.95 (VO)	52.72 3.29 (VO)	- 2.36 (VO)
10	Manipur	5.00	22.40	-	8.40
11	Maharashtra	-	75.53	13.43 23.00	-
12	Mizoram	45.36	1.92	14.00	11.51
13	Nagaland	12.61	5.74	11.71	5.41
14	Orissa	35.20	68.92	43.64	4.84
15	Punjab	-	-	-	-

1	2	3	4	5	6
16.	Rajasthan	28.33	85.35	26.25	20.20
17.	Tamil Nadu	28.41	-	-	-
		0.62 (VO)	5.32 (VO)	4.14 (VO)	13.22
18.	Tripura	-	2.01	-	0.87
19.	Uttar Pradesh	(grant given prior to 92-93)	-	-	-
				1.04 (VO)	0.70 (VO)
20.	West Bengal	-	-	34.00	3.76
				12.00	
21.	Andaman & Nicobar Islands	20.65	9.84	13.37	12.78
22.	Chandigarh	-	0.99	0.99	-
23.	Delhi	0.03	18.74	37.50	4.54
			1.25 (VO)	2.18	
			19.89		
24.	Daman & Diu	0.29	0.42	0.45	0.45
25.	Goa (grant given prior to 92-93)	-	-	-	-
		379.48	449.95	516.94	670.00
			i.e. 450.00	i.e. 517.00	

Flouting of Safety Norms

1792 SHRI MOHAN RAWALE Will the Minister of CIVIL AVIATION be pleased to refer to the reply given to Unstarred Question No.600 on March 1, 1996 regarding flouting of safety norms and state

(a) the details of the action taken against the crew members/officials responsible for the violations

(b) whether the Government have since taken the decision to amend the Aircraft Act 1934 and

(c) if so the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI G.M. IBRAHIM) (a) The details of action taken against private airlines are as under

(i) Modiluft The approval of the Quality Control Manager was withdrawn (ii) East West Airlines The licences of pilot/co-pilot have been suspended (iii) Elbee Airlines The authorisation of foreign pilot to fly Indian Registered aircraft was withdrawn and the co-pilot was subjected to refresher on minima requirements and its applicability (iv) Mesco Airlines The licence of the pilot has been suspended

(b) No, Sir

(c) Does not arise.

[Translation]

Procurement and Sale Prices of Foodgrains

1793. SHRI NITISH KUMAR

DR. MAHADEEPAK SINGH SHAKYA

Will the Minister of FOOD be pleased to state

(a) whether it is a fact that there is a great difference

between the procurement price of foodgrains and the price on which ration card holders purchase them from fair price shops in country

(b) if so the details of prices fixed therefor separately during the year 1995-96 State/Union Territory wise.

(c) whether it is also a fact that inspite of wide difference between these prices, the Government have given subsidy under this head.

(d) if so, the details of the subsidy on foodgrains given by the Government during 1995-96 State/Union Territory-wise.

(e) whether the subsidy on foodgrains has been misutilised and

(f) if so the reasons therefor?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) (a) and (b) The Minimum Support Prices (MSP) of foodgrains are as under -

(Rs per quintal)		
Commodity	M.S.P.	Remarks
Wheat	380	For Rabi Marketing Season 1996-97
Paddy		
Common	360	For Kharif Marketing season 1995-96
Fine	375	
Supertine	395	

The economic cost of foodgrains includes pooled cost of foodgrains, incidental costs of procurement like statutory charges, cost of gunny bags, labour and transportation charges, administrative charges, carry

over charges paid to the State Government and the distribution costs like freight, handling expenses, storage charges, interest payments, transit and storage shortages and establishment charges. The economic cost of wheat and rice as per FCI Budget Estimates for 1996-97 is Rs. 609.10 and s.775.49 per quintal, respectively.

The foodgrains are issued from the Central Pool to the State Governments at a uniform CIP (ex-FCI godown) throughout the country. The CIP of wheat and rice (effective from 1.2.94) is as follows:-

	(Rs. per quintal)
Wheat	402
Rice	
Common	537
Fine	617
Superfine	648

The State Governments/UTs fix Fair Price Shop (FPS) level prices after adding transportation, distribution costs, etc. to the CIP. The prices fixed by various State Governments/UTs for foodgrains distributed through PDS is given in the *Statement*.

(c) and (d). The Central Government releases food subsidy to the Food Corporation of India to cover the difference between economic cost and the sales realisations under various schemes as well as to meet the carrying cost of buffer stocks. No subsidy is released directly by the Ministry of Food to the State Governments. A sum of Rs.5306 crores was released under this Head to the F.C.I. during 1995-96.

(e) No. Sir.

(f) Does not arise.

STATEMENT

FPS. Level prices of Foodgrains in various States/UTs (As on 1.2.94) (Rs./kg.)

S.No.	State/UTs.	Public Distribution System				Revamped PDS			
		Wheat	Common	Rice Fine	Superfine	Wheat	Common	Rice Fine	Superfine
1	2	3	4	5	6	7	8	9	10
	Central issue Price (CIP)	4 02	5.37	6.17	6 48	3 52	4 87	5 67	5 98
1.	Andhra Pradesh	4 45\$	-	6.50	6 80	3 90	5 12	5 92	6 23
	White Card Holders	-	2 00@@	-	-	-	2 00@@	-	-
	Pink Card Holders	-	-	6.50	6 80	-	5 12	5 92	6 23
2.	Arunachal Pradesh	-	-	-	-	3 77	5 12	5 92	6 23
3.	Assam	5 06	5 95	6 83	7 17	-	5 10	-	-
4.	Bihar 0 5 Kms.	4 57	6 07	6 89	7 25	3 77	5 12	5 92	6 23
	6 16 Kms.	4 58	6 08	6 90	7 26	-	-	-	-
5.	Delhi	4 27	5 73	6 57	6 90	-	-	-	-
6.	Goa	4 30	5 70	6 55	6 85	-	-	-	-
7.	Gujarat	4 90	6 60	7 60	8 00	3 77	5 12	5 92	6 23
8.	Haryana	4 22	-	-	6 92	3 77	-	-	6 22
9.	Himachal Pradesh	4 32	7 35	-	-	3 77	5 12	-	6 23
10.	Jammu & Kashmir	4 37	6 05	7 25	-	3 77	5 12	6 23	-
11.	Karnataka	4 45	5 95	6 75	7 05	3 95	5 35	6 15	6 45
12.	Kerala	4 38	5 75	6 56	6 87	3 85	5 20	6 00	-
13.	Madhya Pradesh	4 60	6 00	6 80	7 15	3 77	5 12	5 92	6 23
14.	Maharashtra	5 00	6 60	7 50	7 90	3 00	4 40	5 20	5 50
15.	Manipur	4 21	6 00	6 86	7 20	-	5 12	5 92	6 23
16.	Meghalaya	4 10	5 40	6 20	6 50	-	-	-	-
17.	Mizoram	-	-	-	-	3 52	5 12	5 92	6 23
18.	Nagaland	-	-	-	-	-	-	-	-
19.	Orissa	4 70	6 22	7 09	7 43	3 77	5 12	5 90	6 23

1	2	3	4	5	6	7	8	9	10
20.	Punjab	4.05	-	-	6.79	-	-	-	-
21.	Rajasthan	4.45	5.90	6.70	7.00	3.85	5.25	6.10	6.40
22.	Sikkim	4.35	5.70	6.53	6.85	4.10	5.32	6.13	6.45
23.	Tamil Nadu	4.50	2.00	3.75	3.75	3.80	2.00	3.75	3.75
24.	Tripura	4.55	5.90	6.70	7.00	4.05	5.40	6.20	6.50
25.	Uttar Pradesh	4.50	6.00	6.90	7.21	3.77	5.12	5.92	6.23
26.	West Bengal	4.55	5.90	6.80	7.15	3.77	5.12	5.92	6.23
27.	A & N Islands	4.70	6.20	7.10	7.40	3.77	5.12	5.92	6.23
28.	Chandigarh	-	6.85	-	-	-	-	-	-
29.	D & N Haveli	4.51	-	-	6.23	3.77	-	-	6.23
30.	Daman & Diu	4.15	-	-	6.63	4.15	-	-	6.23
31.	Lakshadweep	-	-	-	-	3.77	5.12	5.92	6.23
32.	Pondicherry	4.27	5.55	6.35	6.65	-	-	-	-
	Mahe	4.37	5.66	6.47	6.79	-	-	-	-
	Yanam	4.35	5.85	6.70	7.05	-	-	-	-

Variety not mentioned

we f 1 7 1995

\$ For all card holders

@ @ All varieties

[English]

Foreign Tourists

1794. SHRI B.L. SHARMA PREM : Will the Minister of TOURISM be pleased to state

(a) the total number of foreign tourists visited India during the years 1989, 1994 and 1995;

(b) the number of tourists visited Jammu and Kashmir out of them, during the above period; and

(c) the measures taken by the Union Government to develop tourism in the country?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA KUMAR JENA) : (a) and (b). The details of foreign tourists who visited India and of those who visited Jammu and Kashmir during 1989, 1994 and 1995 are as given below :-

Year	Number of foreign Tourists	
	Visiting India	Visiting Jammu & Kashmir
1989	1736093	67762
1994	1886433	24683
1995	2123683	20589

(c) The measures being taken by the Union Government to develop tourism in the country include continuous improvement of infrastructural facilities, human resource development and focussed publicity and marketing abroad.

[Translation]

Printed Price of Consumer Goods

1795. SHRI RAM KRIPAL YADAV : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether there is a big difference between the real and retail printed prices of several domestic grocery items and consumer goods;

(b) if so, the reasons therefor;

(c) whether this price difference is also found in the items sold in the branches of Kendriya Bhandar and Super Bazar; and

(d) if so, the steps taken/proposed to be taken by the Government to safeguard the consumers from such practice?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) and (b) The retail sale price (MRP) printed on a package includes various components like taxes, freight, commissions etc. The price printed is only the maximum price and the actual selling price may be lower than the MRP, depending upon these factors.

(c) According to the information available in the Ministry, in 'Super bazar and Kendriya Bhandar selling price of Large Variety of Domestic grocery items and consumer goods, is fixed below maximum retail price (MRP).

(d) Surprise inspection and checking are carried out at retail outlets to detect cases of higher charging

than the MRP declared on packages. Prosecution cases are initiated against defaulters detected under the provisions of the Standards of Weights & Measures Act 1976 and Standards of Weights & Measures (Packaged Commodities) Rules 1977. Exhibitions and seminars are organised to make the consumer aware of the provisions of the Packaged Commodity Rules that "no prepack commodity should be sold at the price more than the retail price printed thereon". Under the Consumer Protection Act 1986, a consumer can make complaint in any consumer court set up under the Act for charging price in excess of the price displayed/printed on the package.

Dalit Christians

1796 PROF PREM SINGH CHANDUMAJRA : Will the Minister of WELFARE be pleased to state :

(a) whether the attention of the Government has been drawn to the newsitem captioned "Dalit Christians may erode SC/ST share in quota" appearing in the "Times of India" dated July 1, 1996;

(b) if so, whether the Dalit Christians will be provided the facility of reservation from the reservation quota fixed for SCs/STs, and

(c) if so, the reason for decreasing the reservation quota fixed for the SCs/STs at present and the details of estimated decrease in the quota?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) Yes, Sir.

(b) Persons belonging to the Scheduled Tribes are recognised as such irrespective of their religion. The Christians among them are, therefore, already eligible for reservation benefits applicable to the Scheduled Tribes. The matter of recognition of Scheduled Caste converts to Christianity as Scheduled Castes is under consideration. Such recognition would entitle them to reservation benefits applicable to the Scheduled Castes.

(c) There is no proposal to reduce the percentages fixed at present for reservations for the Scheduled Castes and Scheduled Tribes.

[English]

Projects for Betterment of Scavengers

1797 SHRI BIR SINGH MAHATO :
SHRI CHITTA BASU

Will the Minister of WELFARE be pleased to state :

(a) whether the National Commission for Scavengers have since formulated some projects for the betterment of scavengers, and

(b) if so, the targets achieved in this regard, State/Union Territory-wise?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) No, Sir.

(b) Not applicable.

[Translation]

Expansion of Telecom facilities in Bihar

1798 SHRI VIRENDRA KUMAR SINGH :
SHRI RAMENDRA KUMAR :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephone facility available to per thousand population in Bihar is less in comparison to other States;

(b) if so, the details thereof;

(c) the measures being taken to improve this facility, and

(d) the time by which the telecom facilities are likely to be made available in Bihar at par with other States?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). Bihar has a telephone density of 3.3 telephones per thousand population against all India telephone density of 14.19 telephone per thousand.

(c) and (d). The provisioning of equipment of a Circle Depends on the demand of an area which is assessed through the Waiting List of registered demand. The Waiting List of Bihar Circle is 15.1% of the Direct Exchange lines as against all India average of 19%. In 1996-97, 47000 lines have been allotted to Bihar as against Waiting List of 42,481 as on 1.4.1996.

Atrocities on SCs/STs

1799 DR SATYANARAYAN JATIA : Will the Minister of WELFARE be pleased to state :

(a) the number of cases of atrocities on scheduled castes and scheduled tribes during each of the last three years, State/Union Territory-wise, and

(b) the steps taken by the Union Government to check such incidents and the outcome thereof?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) A Statement is annexed.

(b) The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 provides for stringent penalties for various kinds of atrocities committed on Scheduled Castes and Scheduled Tribes by persons belonging to other communities. Rules notified under the Act in 1995 provide a systematic framework and procedures for various measures to deal with atrocities. Central assistance released to the State Governments and Union Territory Administrations to support measures undertaken by them for effective implementation of the Act has been enhanced from Rs.9.75 crores in 1994-95 to Rs.15.37 cores in 1995-96. These measures include inter-alia, strengthening of the administrative and

enforcement machinery and the setting up of Special Courts. The position is reviewed from time to time with the State Governments and U.T. Administrations, most recently during the conference of State Ministers and

Secretaries concerned with SC/ST welfare held in 1996. Provisional date of the National Crime Records Bureau indicates a slight decrease in the number of atrocities and other crimes against SCs/STs

STATEMENT

State/UT-wise incidence of atrocities and other crimes committed against Scheduled Castes and Scheduled Tribes during 1993, 1994 and 1995

S No	State & UT	Crimes						Data for 1995 upto
		1993		1994		1995		
		SC	ST	SC	ST	SC	ST	
1	Andhra Pradesh	678	117	1202	193	1764	165	
2	Arunachal Pradesh	-	1	-	2	-	2	
3	Assam	-	-	-	-	-	-	April
4	Bihar	721	106	789	103	221	85	May
5	Goa	6	-	2	-	6	-	
6	Gujarat	1649	352	1936	430	1724	486	
7	Haryana	52	5	66	1	78	-	
8	Himachal Pradesh	66	5	82	1	82	5	
9	Jammu & Kashmir	18	2	14	-	25	8	
10	Karnataka	902	34	857	67	1171	96	
11	Kerala	477	90	657	148	696	185	
12	Madhya Pradesh	3690	1501	3745	1774	3979	1690	
13	Maharashtra	1323	281	1475	446	1622	505	
14	Manipur	2	1	2	-	1	2	
15	Maghalaya	3	3	-	1	2	2	November
16	Mizoram	-	3	-	-	-	-	
17	Nagaland	-	-	1	-	-	-	
18	Orissa	213	55	497	183	267	112	October
19	Punjab	14	-	9	1	5	4	November
20	Rajasthan	4298	953	4797	1396	4111	1456	October
21	Sikkim	5	20	21	22	33	40	
22	Tamil Nadu	503	36	1449	144	1293	40	
23	Tripura	-	-	-	-	-	-	
24	Uttar Pradesh	10321	69	16166	97	14205	105	
25	West Bengal	7	7	1	-	1	-	
26	Andaman & Nicobar Islands	-	-	-	-	-	-	
27	Chandigarh	-	-	14	-	-	-	
28	D & N Haveli	4	11	3	9	-	3	
29	Daman & Diu	2	-	-	-	2	1	November
30	Delhi	4	-	7	1	6	-	
31	Lakshadweep	-	-	-	-	-	-	
32	Pondicherry	15	-	16	-	24	-	
Total		24973	3652	33908	5019	31318	4992	

Source Monthly Crimes Statistics - National Crime Record Bureau, Ministry of Home Affairs

Note Figures are based on Monthly Crime Statistic and may be treated as provisional

*[English]***Wage Revision**

1800. SHRI P.R. DASMUNSI : Will the Minister of LABOUR be pleased to state :

(a) whether major Central Trade unions representing various industries have requested the Government to increase the Dearness Allowance and wages of the workers in these industries keeping in view the price index as on March 31, 1995;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard, so far?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Ministry of Labour, Government of India has not received any request from the Central Trade Unions to increase the Dearness Allowance and wages of the workers in industries in the organised sector.

(b) and (c). Does not arise

Gulf Countries request to Increase their Presence

1801. SHRI K. PRADHANI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether airlines of some Gulf Countries have requested the Government to increase their presence in India

(b) if so, the details of such airlines;

(c) the reaction of the Government thereto; and

(d) the estimated profit/loss of revenue to Government due to the increase in flights of Gulf Airlines?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes Sir Oman and Qatar have requested for additional points of call in India for their designated airlines.

(c) Bilateral discussions between India and other states is an ongoing process and agreements are made on the basis of reciprocal benefits

(d) Since traffic rights are exchanged on reciprocal basis, the increase in flights do not adversely affect the interests of either side.

*[Translation]***Foreign Tourists**

1802. SHRI AMAR PAL SINGH :

SHRI PANKAJ CHOWDHARY :

SHRI N.S.V. CHITTHAN :

SHRI SANTOSH KUMAR GANGWAR

Will the Minister of TOURISM be pleased to state

(a) the State which has earned the maximum

revenue due to the arrival of foreign tourists during 1995-96;

(b) whether the Union Government are satisfied with the number of foreign tourists visiting India;

(c) if not, the measures being taken to bring about adequate increase in their number;

(d) the steps being taken to improve tourism through media across the globe; and

(e) the steps taken by the Union Government to provide better facilities to the tourists in areas of historical importance?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA):

(a) According to the information available from the State/ Union Territory Governments, for the year 1994, the maximum number of foreign tourists visited Delhi. Information for the year 1995-96 is not available from all the States. The estimates of Foreign exchange earnings are not maintained State-wise.

(b) There has been an increase of 14.8% in foreign tourist arrivals during 1995-96. However, overall arrivals is not commensurate with the potential that exists due to infrastructural constraints.

(c) to (e). Steps being taken for increasing the foreign tourist traffic include improvement of infrastructural facilities for tourism, development of tourist attraction and strengthening of publicity and promotional efforts and encouraging private investment. It also includes creation of better facilities in the areas of historical importance.

*[English]***Film Censor/Advisory Committees for DD/AIR**

1803. SHRI SANDIPAN THORAT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the Government propose to reconstitute Central Film Censor/Regional Film Censor Committees and Advisory Committees for Doordarshan/AIR stations, to ensure participation of public for effective performance of media.

(b) if so, the details thereof, committee/station-wise; and

(c) details of the new projects/schemes proposed to be undertaken during the current year and allocation of funds made therefor, State-wise?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The Central Board of Film Certification has already been reconstituted with effect from 7.3.1996 for a period of three years. All Advisory Panels under the Board have been reconstituted in

1995 and 1996 except the Advisory Panels at Calcutta and Guwahati for which action is being taken.

Programme Advisory Committees attached to AIR Stations except AIR Madurai and Radio Kashmir, and Doordarshan Kendras have been constituted for a period of two years. They are reconstituted after the expiry of their terms.

(c) The list of state-wise new AIR and Doordarshan Projects alongwith allocation during the current year is enclosed as statement.

STATEMENT

State	All India Radio		Doordarshan	
	Number of schemes	Capital cost (Rs in lakhs)	Number of schemes	Total Approved outlay (1996-97) (Rs in crores)
Andhra Pradesh	1	10 00	2	340 38
Arunachal Pradesh	4	40 00		
Assam	1	25 00		
Bihar	1	32 50		
Goa	-			
Gujarat	2	20 00		
Haryana	-			
Himachal Pradesh	1	10 00		
Jammu & Kashmir	-			
Karnataka	1	138 55	2	
Kerala	1	10 00		
Madhya Pradesh	3	30 00		
Maharashtra	2	40 00	2	
Manipur	3	55 00		
Meghalaya	2	50 00		
Mizoram	2	30 00		
Nagaland	3	35 00		
Orissa	3	436 05	3	
Punjab			1	
Rajasthan	1		1	
Sikkim				
Tamil Nadu	1	36 20		
Tripura	3	45 00		
Uttar Pradesh	1		1	
West Bengal	3	42 00	1	
Delhi	3	128 50		
Lakshadweep & Minicoy Island (U T)	3	55 00		

(*) Statewise expenditure figures are not maintained

[Translation]

Interest on Outstanding Dues

1804. SHRI RAMASHRAYA PRASAD SINGH :
SHRIMATI SHEELA GAUTAM :

Will the Minister of FOOD be pleased to state :

(a) whether interest is paid to the sugarcane growers on their outstanding amounts; and

(b) if so, the rate thereof and the amount paid as interest to the sugarcane growers during the last two years. State-wise?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :
(a) and (b). Under the Sugarcane (Control) Order, 1966 (amended in 1983) if the sugarcane purchased is not paid for within 14 days of delivery of sugarcane at the rate agreed to between the purchaser and the sugarcane grower/sugarcane growers cooperative society or that fixed as Statutory Minimum Price, an interest becomes payable. The interest element is attracted only when an agreed price/Statutory Minimum Price is not paid within 14 days of delivery of sugarcane unless there is a written agreement to the contrary. Some States also have similar statutory provisions of their own. Ensuring timely payment of cane price by the sugar factories is primarily the responsibility of the State Governments who have got the necessary powers and field organisations to enforce such payments. Information regarding Statewise amount of interest paid to sugarcane growers is not available.

Beedi Workers

1805. SHRI BHANU PRATAP SINGH VARMA : Will the Minister of LABOUR be pleased to state

(a) the places in Bundelkhand Division of Uttar Pradesh where beedi production work is undertaken alongwith the number of workers engaged therein place-wise

(b) the remuneration fixed by the administration for the production of one thousand beedi in the said area

(c) whether the Government are of the view that the price paid to beedi workers are adequate and justified, and

(d) if not, the steps taken/proposed to be taken by the Government in this regard and to improve the conditions of beedi workers and save them from all types of exploitation?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) The estimated number of beedi

workers, district-wise, in Bundelkhand Division of U.P. is as under :

(i)	Jhansi	22,000
(ii)	Lalitpur	1,597
(iii)	Orai	1,136

(b) The remuneration with effect from 3.1.1994 as fixed by the Government of Uttar Pradesh for making one thousand beedies is Rs.35/- subject to a minimum amount of Rs 210/- per week.

(c) and (d) The State Government is the appropriate Government for enforcement of the provisions of the Minimum Wages Act, 1948 in respect of the beedi workers. Several Schemes in the fields of health, housing, education and recreation are being implemented by the Government for the welfare of beedi workers in all the States including the State of Uttar Pradesh.

[Translation]

Levy for Better Service

1806 SHRI R.L.P. VERMA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have imposed levy of 5% as 'service charges' on the subscribers for providing better service.

(b) if so, the details thereof;

(c) whether the Telecommunications and MTNL are not providing any service worth the name and the 5% charge is a sort of tax on the subscribers.

(d) if so, whether the Government propose to abolish this service charge.

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The 5% levy that subscribers are now charged in their bills is Service Tax levied under the Finance Act, 1994 and the rules made there-under. The amounts collected are credited to the Ministry of Finance, Deptt. of Revenue. The tax has not been imposed by the Deptt. of Telecom and is not a charge for better service.

(b) to (f) Do not arise.

[English]

Japanese Assistance for Tourism Development

1807 DR RAMKRISHNA KUMSARIA : Will the Minister of TOURISM be pleased to state :

(a) whether the Japanese Overseas Economic Cooperative Fund (OECF) has agreed to provide

assistance for the desert triangle project for tourism development in Rajasthan;

(b) if so, the details thereof; and

(c) the terms and conditions in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (c) The Overseas Economic Cooperation Fund (OECF). Japan has not communicated any specific information to provide financial assistance for the Desert Triangle project for tourism development in Rajasthan.

[Translation]

New Policy For Promotion of Tourism

1808. SHRI PRABHU DAYAL KATHERIA :
SHRI PANKAJ CHOWDHARY :
SHRI SATYA DEO SINGH :
SHRI KODIKUNNIL SURESH

Will the Minister of TOURISM be pleased to state

(a) whether the Government have formulated any new policy to promote tourism in view of the fact that there is still much scope in the country to make substantial increase in the earning from the tourism sector;

(b) if so, the details thereof; and

(c) the additional increase likely to be earned by the Government as a result thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (c) Promotion of tourism is an ongoing process and is based on the existing trends. The Department of Tourism has recently prepared a Strategy Paper, the implementation of which will depend upon overall policy and availability of resources.

[English]

Expansion of Storage Net-Work

1809 SHRI SARAT PATTANAYAK : Will the Minister of FOOD be pleased to state

(a) whether the Food Corporation of India propose to expand storage net-work in rural areas; and

(b) if so, the details thereof?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) No, Sir. FCI constructs comparatively bigger sized godowns only at certain nodal points taking into consideration the potential of procurement of foodgrains & PDS requirement.

(b) Question does not arise.

Discount of International Routes

1810. DR LAXMI NARAYAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether various airlines operating on international routes ex-India are allowed to offer discounted fares.

(b) if so, whether the fares are being discounted on competitive basis, or there are any commercial norms to regulate such fares.

(c) the position of Air India in this regard

(d) whether there are any special discounts in fares on international routes for students, senior citizens going abroad to meet relations and for those going abroad for medical treatment; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) International Airlines operating ex-India are required to follow the fares agreed in the IATA forum and approved by the Director General of Civil Aviation. Special fares can, however, be introduced with the approval of the DGCA.

(b) The fares are fixed on the basis of commercial norms

(c) Air India charges IATA or DGCA approved special fares on its international routes ex-India

(d) and (e). Student concessions are available from India to all points in Europe, Africa, Middle East, Asia, South West Pacific, Mid Atlantic and South Atlantic points except USA and Canada. There are no concessions available to senior citizens going abroad to meet relations and for those going abroad for medical treatment

[Translation]

DAVP Advertisements

1811 SHRI RATILAL KALIDAS VARMA
SHRI CHANDRESH PATEL

Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the criteria fixed for giving and sanctioning Directorate of Audio-Visual Publicity (DAVP) and other Government advertisements to big, medium and small daily, weekly, fortnightly, monthly newspapers/magazines.

(b) whether the Government propose to review the policy for DAVP and other Government advertisements and

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

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Government advertisements are issued to only those newspapers/periodicals which are empanelled with DAVP Advertisements are released in various categories of periodicals keeping in view the publicity requirement, target readership, area intended to be covered and budgetary provisions. Classified advertisements are usually issued to daily newspapers as these are time bound and response-oriented. Weeklies and other periodicals and journals are normally used for mass informative/educative campaigns on various themes.

(b) No Sir

(c) The present policy is considered adequate.

[English]

Labour Market Reforms

1812 DR T SUBBARAMI REDDY : Will the Minister of LABOUR be pleased to state :

(a) the recommendations made by UNDP for labour market reforms.

(b) the reaction of the Government thereto; and

(c) the time by which the above reforms are proposed to be implemented?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) No recommendation has been made by UNDP for labour market reforms to this Ministry

(b) and (c) Does not arise

Private Airlines

1813 SHRI SONTOSH MOHAN DEV : Will the Minister of CIVIL AVIATION be pleased to state

(a) whether it is a fact that the private airline Modiluft and NEPC has discontinued its flight between Calcutta and Silchar

(b) if so, the reasons therefor.

(c) the steps taken to reintroduce the flight or introduce any other private airline in this sector?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) One aircraft of Modiluft was returned to the lessor on the expiry of the lease. Consequently from 26th May 1996 Modiluft have withdrawn its services in the North East including sector Calcutta-Silchar. NEPC Airlines does not operate between Calcutta and Silchar

(c) Modiluft have been advised to recommence their services in the North East

Alumina Plant

1814. DR. KRUPASINDHU BHOI : Will the Minister of MINES be pleased to state :

(a) whether the Government propose to set up an Alumina Plant in Orissa during 1996-97;

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

(c) whether any company has shown its interest in this regard: and

(d) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) The Government does not have any proposal to set up any new Public Sector Alumina Plant.

(b) Does not arise.

(c) and (d). The Government have granted permission to M/s Indian Aluminium Company Ltd. and M/s Larsen & Toubro Limited to set up 1 Million Tonnes per year each 100% Export Oriented Alumina producing Units in the State of Orissa.

Conversion of LPT

1815. DR. ARUN KUMAR SARMA :
SHRI RAMESH CHENNITHALA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have received complaints that some Low Power Transmitters are not working satisfactorily;

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

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

(d) whether the Government propose to convert some Low Power Transmitters into High Power Transmitters: and

(e) if so, the details thereof: State-wise, and location-wise?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). While the overall performance of the Low Power Transmitters in the country is reported to be satisfactory, the complaints of malfunctioning of the Low Power Transmitters on account of break-down in power and failure of some components whenever received are promptly attended to and defects duly rectified.

(d) and (e). Details are enclosed as statement.

STATEMENT

List Showing Locations of Existing Low Power Transmitters State-Wise Which are Under Implementation/Envisaged to be Replaced by High Power Transmitters.

State/Union Territory	Location
1	2
Andhra Pradesh	Ongole Kurnool Rajamundry Warangal Hyderabad (DD II)
Assam	Tezpur Jorhat Kokrajhar/Bongaigaon
Bihar	Motihari Jameshedpur Deoghar
Haryana	Hissar
Gujarat	Bhuj (permanent set up 300 M tower) Surat Vadodra Junagarh Palitana
Himachal Pradesh	Dharamshala
Jammu & Kashmir	Kathua
Karnataka	Gulbarga (augmentation) Bangalore (DD II) Mangalore Mysore Raichur Hassan
Kerala	Calicut (augmentation) Cannanore
Madhya Pradesh	Ambikapur Guna Shahdol Sagar
Maharashtra	Chandrapur Jalgaon Bhampuri
Orissa	Baleshwar Berhampur Sambalpur (augmentation)
Punjab	Fazilka
Rajasthan	Ajmer Anupgarh Barmer

1	2
	Bikaner Jaisalmer Jodhpur Nathdwara
Tamil Nadu	Dharmapuri Kumbakonam Tirunelveli
Uttar Pradesh	Banda Lakhimpur
West Bengal	Balurghat Kharagpur Krishnanagar Shantiniketan
Pondicherry	Pondicherry

Shortage of Kerosene

1816. SHRIMATI SUMITRA MAHAJAN : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government are aware that supply of Kerosene is extremely less in Fair Price Shops and Consumers Stores are selling the same to petty Kerosene dealers/sellers at a higher prices:

(b) if so, the factors responsible for shortage of Kerosene as a whole; and

(c) the precautionary measures being taken to stop the black-marketing of kerosene by consumer stores particularly in Indore, Madhya Pradesh?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV)

(a) to (c). Government allocates kerosene to States on the basis of availability, past trends in offtake and other relevant factors. The operational aspects of Public Distribution System (PDS) including inter-district/inter-regional allocation, opening of kerosene oil depots, enforcement measures, ensuring availability at the Fair Price Shops etc. are within the administrative jurisdiction of the State Govt./UT Admns. Central Government, on its part, makes all efforts to maintain regular supply of kerosene to all States/UTs including Madhya Pradesh for distribution within the State.

State Govt./UT Admns. have been delegated powers under the Essential Commodities Act, etc. to take action against persons indulging in malpractices such as blackmarketing. The Central Government also reviews the implementation of PDS with the State Govt./UT Admns. including Madhya Pradesh from time to time.

[Translation]

Functioning of Indian Airlines and Air India

1817. DR. MAHADEEPAK SINGH SHAKYA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to improve the functioning of Indian Airlines and Air India.

(b) if so, the details thereof and the steps taken in this regard;

(c) whether the Government also propose to reduce the extra unproductive expenditure of the above organisations;

(d) if so, the details thereof, and

(e) if ratio of such expenditure estimated in each of the above organisations?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Air India and Indian Airlines are taking steps to expand their services and improve their product, image and on time performance to attract more passengers and increase their revenues. Steps are also being taken to reduce the non-operating and operating costs. A Committee has been constituted by the Government to make recommendations on rationalisation of routes operated by Air India and Indian Airlines and possible code sharing between the two air lines.

(e) During 1994-95, the non-operating expenses of Air India and Indian Airlines (as a percentage of total expenses) were 5.48% and 11.09% respectively. During 1995-96 this figure reduced to 4.65% for Air India and 10.31% for Indian Airlines.

Telephones Out of Order

1818. SHRI RAJENDRA AGNIHOTRI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are aware that a large number of telephones remained out of order/dead in the country which take a lot of time to set them right.

(b) if so, the details thereof.

(c) whether the Government have formulated any scheme so that complaints are attended to rectified expeditiously;

(d) if so, the details thereof; and

(e) the time by which the said scheme likely to be effective?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) No, Sir, the telephones are repaired promptly.

(b) Does not arise in view of (a) above.

(c) and (d) Following steps have been taken for attending the complaints expeditiously :-

- (i) Computerisation of fault repair system.
- (ii) Use of modern testing instruments for localizing and rectifying the faults on telephone cables.
- (iii) All efforts are being made to reduce the number of faults which include introduction of ducts, use of jelly filled cables, use of reliable transmission media, upgradation of external plants, etc.

(e) Improvement of maintenance is a continuous process. The improvement are being brought about effectively and systematically.

[English]

Sale of Essential Commodities

1819 SHRI JAGAT VIR SINGH DRONA : Will the Minister of FOOD be pleased to state :-

(a) whether permission has been given to the Government of Uttar Pradesh for the sale of essential commodities outside the State.

(b) if so, the reasons therefor.

(c) its impact on the prices on wheat in open market.

(d) whether the above decision has encouraged smuggling of foodgrains on Indo-Nepal border, and

(e) if so, the steps being proposed to stop such smuggling and to stabilise wheat prices in Uttar Pradesh?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) and (b) : No such permission has been given to Government of Uttar Pradesh. However, there are no restrictions on inter-state movement of wheat from Uttar Pradesh. Wheat is a delicenced commodity in U.P. since January, 1995.

(c) The Government of U.P. has reported the following average wholesale Price of wheat :-

2.1.1996	Rs.451/- per quintal
1.5.1996	Rs.403/- per quintal
3.6.1996	Rs.423/- per quintal
12.7.1996	Rs.480/- per quintal

(d) In view of answer to part (a) & (b) above question does not arise.

(e) The State Government has taken steps to increase the availability of foodgrains in Public Distribution and Revamped Public Distribution. During June, 1996, the off-take of wheat has gone up to 55% of allocation against average off-take of about 3% during 1995 in the PDS. The off-take under RPDS has also

increased to about 85% of allocation in June. The Food Department of Government of U.P. operates 13 check posts to check illegal movement of foodgrains.

Withdrawal of Air Services

1820 SHRIMATI VASUNDHARA RAJE : Will the Minister of CIVIL AVIATION be pleased to state

(a) whether his Ministry has withdrawn Air services from some routes during 1994-95, 1995-96 and 1996-97, so far;

(b) if so, the details of such routes;

(c) whether the Government propose to re-introduce flights in some of these routes, and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (d) : Depending upon commercial viability, the air lines introduce new services or withdraw from the existing routes/sectors. However, the flight schedules of operators are approved, subject to their fulfilling route dispersal guidelines laid down by the Government.

Unemployed Blinds

1821 SHRI PARASRAM BHARDWARJ : Will the Minister of WELFARE be pleased to state :-

(a) the number of educated blind unemployed persons in the country, State-wise.

(b) whether the State Governments and the Union Governments do not provide jobs to them as per the reservation quota.

(c) if so, whether the Government are considering a proposal to provide jobs to these educated blind persons according to their qualifications.

(d) if so, the details thereof, and

(e) if not, the reasons therefor?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) According to the Ministry of Labour, DGE & T, the Live Register of the Special Employment Exchanges for the physically Handicapped persons does not have a separate category for educated blinds. State-wise number of unemployed blind persons, both educated and uneducated, on such register is enclosed as statement.

(b) Associations/Organisations of the Blind has been making representations that the reservation quota for the blind is not being filled up.

(c) to (e) : With the enactment of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995, statutory provision has been made that every appropriate Government shall appoint in every establishment such percentage of

vacancies not less than three percent for persons or class of persons with disability of which one percent each shall be reserved for persons suffering from

- (i) blindness or low vision;
- (ii) hearing impairment;
- (iii) locomotor disability or cerebral palsy, in the posts identified for each disability.

STATEMENT

S.No	State/UT	No. of unemployed blinds on live register of the Spl. Employment Exchanges for the physically handicapped as on 31.12.1995.
1.	Bihar	196
2.	Gujarat	399
3.	Karnataka	757
4.	Kerala	183
5.	Madhya Pradesh	300
6.	Maharashtra	336
7.	Manipur	152
8.	Orissa	261
9.	Rajasthan	166
10.	Tamil Nadu	1,977
11.	Tripura	129
12.	Uttar Pradesh	153
13.	West Bengal	1,000
14.	Delhi	673
Total		6,682

Safeguarding the Interests of Minorities and Weaker Sections

1822 SHRI HARIN PATHAK : Will the Minister of WELFARE be pleased to state

- (a) the names of the commissions/bodies or

committees which are presently engaged in the work of safeguarding the interest of minorities and weaker sections of the society;

(b) the amount spent by the Government on each of the above bodies during each of the last three years; and

(c) the number of reports submitted by them together with the action taken by the Government thereon?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) The names of the Commission Bodies which are presently engaged in the work of safeguarding the interest of Minorities and weaker sections of the society is given in statement I.

(b) The amount spent by the Government on each of the above Commissions/Bodies during each of the last three years is given in statement-II.

(c) These Commissions/Corporations have already laid some of their Annual Reports in the Parliament and some are under process. The recommendations of the National Commission for SCs & STs and Minorities Annual Reports have been received and are under process.

STATEMENT I

Name of Commissions/Corporations

Commissions

1. National Commission for SCs/STs.
2. National Commission for Safai Karmacharis.
3. National Commission for Backward Classes
4. National Commission for Minorities.

Corporations

1. National Scheduled Castes/Scheduled Tribes Finance & Development Corporation
2. National Backward Classes Finance & Development Corporation.
3. National Minorities Development and Finance Corporation.
4. National Safai Karamachari Finance & Development Corporation.

STATEMENT II

S.No	Name of the Commission/Corporations.	1993-94	1994-95	1995-96
1	2	3	4	5
1.	National Commissioner for SCs/STs	2.02	2.46	2.57
2.	National Commission for Safai Kurmacharis	0.00	0.50	0.78
3.	National Commission for Backward Classes.	0.51	1.50	0.55
4.	National Commission for Minorities.	0.91	1.10	1.38

1	2	3	4	5
5.	National Scheduled Castes/Scheduled Tribes Finance & Development Corporation	21.00	63.77	65.00
6.	National Backward Classes Finance & Development Corporation	32.00	35.90	39.00
7.	National Minorities Development & Finance Corporation	-	50.00	39.00

[Translation]

Utilisation of Tourist Places

1823 SHRI RAM TAHAL CHOUDHARY : Will the Minister of TOURISM be pleased to state :

(a) whether the Union Government have made efforts for making maximum utilisation of the places of tourist attraction;

(b) if so, the targets achieved by the Union Government in this regard; and

(c) the works undertaken in this direction during the last two years?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (c) Proper utilisation of places of tourist attractions is primarily the responsibility of the State Government. However, the Department of Tourism, Government of India provides financial assistance to State/Union Territory Governments on the basis of specific project proposals received based on their merits, interse priority and availability of funds. During the last two years the Government of India has sanctioned Rs.2842.29 lakhs (in 1994-95) and Rs.3032.76 lakhs (during 1995-96) for the development of tourism infrastructure to the State Governments/Union Territories.

Vulgar Programmes

1824 SHRI KACHARU BHAU RAUT :
SHRI DATTA MEGHE

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to find out a solution by making negotiations with the sponsors of foreign TV channels (Cable, Zee TV, Star TV etc.) for not telecasting obscene scenes/vulgar films in India;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C M IBRAHIM) : (a) to (c) The issue pertaining to undesirable telecasts by foreign satellites channels has been raised and discussed in various international forums but nothing concrete has materialised.

[English]

Mobile Telephone Service in South Delhi

1825. SHRI ANAND RATNA MAURYA : Will the Minister of COMMUNICATIONS be pleased to state

(a) whether the Government propose to set up the Exchanges for Mobile Telephones in Delhi;

(b) if so, the details thereof, district-wise and particularly in South Delhi;

(c) the time by which these Exchanges likely to be in operation;

(d) the expenditure likely to be incurred on these projects;

(e) the number of Mobile Telephone connections provided so far in Delhi and various metropolitan cities in the country?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) to (c). There is an existing mobile system installed in Delhi since December 1985. Currently it has 97 subscribers.

The Government has at present no proposal to set up exchanges for mobile telephones (Cellular) in Delhi. However a pilot project for Wireless in Local Loop (WILL) technology is under trial at Bhikaji Cama Place, New Delhi, which has limited mobility due to the nature of the technology used.

Further plans for expansion of WILL system in Delhi are not yet firmed up.

(d) The above Pilot project is estimated to cost Rs 5.24 crores.

(e) The Mobile Telephones provided by various private operators are as under :

(i)	Delhi	55 573
(ii)	Mumbai	39 688
(iii)	Calcutta	13 507
(iv)	Madras	11 807

Poor Service by Telephone Exchanges

1826 SHRI GULAM RASOOL KAR : Will the Minister of COMMUNICATIONS be pleased to state

(a) whether the Government is aware that

Exchanges at Bandipore, Kupwara and Tangmarg Gulmarg are not working properly and the services are very poor; and

(b) if so, the details thereof and the steps being taken/proposed to be taken to improve the services?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The telephone exchanges at Bandipore and Kupwara are working satisfactorily. However, at Gulmarg frequent interruptions do take place due to prolonged electric failures. Tangmarg is served from Gulmarg exchange. The cable serving these telephones has been damaged due to militant activities.

(b) There is a 100 lines Electro-mechanical exchange at Gulmarg and its working is affected due to prolonged failure of power supply. This exchange is likely to be replaced by electronic exchange with adequate standby power supply by the end of March 97. The cable to Tangmarg is being replaced. Bandipore exchange is also likely to be connected with Sopore exchange with adequate circuits on reliable media.

Medium Capacity Long Range Aircrafts

1827. SHRI S.D.N.R. WADIYAR : Will the Minister of CIVIL AVIATION be pleased to state

(a) the number of medium capacity long range aircrafts proposed to be purchased by the Air India during the next five years;

(b) whether the recommendations have been made to the Government in this regard;

(c) if so, the details thereof; and

(d) the time by which final decision is likely to be taken?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) Air India has not submitted the project report for acquisition of medium capacity long range aircraft to the Government, so far

(c) and (d) Do not arise

[Translation]

Advertisements

1828. SHRI THAWAR CHAND GEHLOT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the amount earned by the Government from advertisements during each of the last two years;

(b) whether some advertisement charges are outstanding against some advertisers; and

(c) if so, the time by which the same is likely to be recovered?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) The details of revenue earned by Doordarshan and AIR are as under -

Year	All India Radio (Rs. in crores)	Doordarshan (Rs. in crores)
1994-95	64.37	398.02
1995-96	80.97	430.13

(b) Yes, Sir

(c) Both All India Radio and Doordarshan take recourse to the contractual provisions including encashment of bank guarantee, deaccreditation of errant agencies, arbitration and legal action for recovering the dues. It is a continuous process and therefore difficult to indicate any definite period.

[English]

Telephone Connections From MPs Quota

1829. SHRI MANORANJAN BHAKTA : Will the Minister of COMMUNICATIONS be pleased to state

(a) whether the telephone connections recommended by the Members of Parliament from their quota for installation in Delhi are not installed for months together even after the same are sanctioned by the concerned GMT offices of the States to which the MP belongs and communicated to Delhi Telecom Circle;

(b) if so, the reasons therefor;

(c) the number of such cases received by Delhi Telecom Circle from GMT offices of various States in January-June, 1996, month-wise;

(d) the number of telephone connections installed in Delhi and the number out of these pending during the above period, month-wise; and

(e) the time by which the pending list likely to be cleared.

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b) No, Sir. The Telephone connections recommended by the Honble Members of Parliament are installed expeditiously on priority. However, in few cases, there may be some delay in the installation of telephone for such reasons as the Registration particulars have neither been indicated by the Honble MPs, nor these same have been furnished by the customer despite correspondence, the customer was not available at the premises indicated, the location where telephone required is technically not feasible, due to non availability of spare cable pairs etc. In some cases where the sanctions-registration particulars have been recently received, the work is in progress.

(c) Number of such cases received during the period January-June, 1996 are as given below :-

Month	Sanctions recd.
January '96	225
February '96	228
March '96	291
April '96	272
May '96	150
June '96	86
Total	1252

(d) Out of the sanctions given in part (c) above, the telephones installed and pending are :-

Month	Telephones Installed	Pending cases
Jan '96	191	34
Feb '96	193	35
March '96	220	71
April '96	190	82
May '96	115	35
June '96	76	10
Total	985	267

(e) Out of the total 267 pending cases, as many as 185 are pending on account of non-receipt of registration particulars from the customers. All the pending telephones will be installed within one month subject to receipt of the registration particulars and technically non-feasible areas becoming feasible.

Irregularities in Contracts for Laying Cables in Mandi, H.P.

1830. SHRI RAM KRIPAL YADAV :
PROF. AJIT KUMAR MEHTA :

Will the Minister of COMMUNICATIONS be pleased to state :-

(a) whether it is come to the notice of the Government that gross irregularities were made in awarding the contracts for laying telephone cables in Mandi, Himachal Pradesh;

(b) if so the details thereof alongwith the amount of contract involved;

(c) whether the Government have conducted any enquiry in this regard; and

(d) if so, the outcome thereof and the action taken/proposed to be taken thereon?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Some irregularities have been

alleged in laying of optical fibre cables on Mandi-Jogindernagar route in Mandi (H.P.)

(b) CBI have registered a case against two Deptt. officers and five contractors for investigation. The total cost of the above work is Rs.77.98 lacs (approx.)

(c) The case is under investigation by CBI.

(d) Outcome of investigation by CBI shall be examined by Government for appropriate action.

Waiting List for Telephone Connections

1831. SHRI VISHVESHWAR BHAGAT :
SHRI LALIT ORAON :

Will the Minister of COMMUNICATIONS be pleased to state :-

(a) whether it has come to the notice of the Government that there is a long waiting list for getting new telephone connections in Madhya Pradesh, Orissa and Bihar;

(b) if so, the details thereof, district-wise, upto June, 1996;

(c) the number of persons sanctioned telephone connection from the quota of Members of Parliament but have not been provided the connection;

(d) the reasons for delay and the action taken against the officers responsible in this regard;

(e) the action being taken to reduce the waiting list and also to improve the functioning of telephone exchanges there;

(f) the number of telephone exchanges/Electronic Exchanges set up in the above States, location-wise, upto June, 1996; and

(g) the number of new telephone exchanges likely to be set up and old exchanges converted into Electronic Exchanges during 1996-97, State-wise, location-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The waiting list as on 30.6.96 in these three states is as under :-

Madhya Pradesh	-	47229
Orissa	-	22427
Bihar	-	48856

(b) The district-wise information is given in statement-I enclosed.

(c) Number of telephone connections sanctioned on the recommendations which are still pending are as follows :-

Madhya Pradesh	-	12
Orissa	-	54
Bihar	-	12

(d) Delay is due to technical non feasibility.

(e) Action being taken to reduce the waiting list in these states by providing New Telephone connections during 1996-97 as per the targets given below :-

	Target for New Connections
1. Madhya Pradesh	- 45000 nos.
2. Orissa	- 27000 nos.
3. Bihar	- 47000 nos.

The steps being taken to improve the functioning of telephone exchanges in these states are given in Statement-II attached.

(f) The number of telephone exchange/electronic exchange set up in these states as on 30-6-1996 is given in Statement-III attached.

(g) The information is given in Statement IV attached

STATEMENT I

S. No.	Name of Telecom Districts	Name of Revenue District Covered	Waiting List as on 30.6.1996
1	2	3	4
1	Bopal	Bhopal Sehore	7560
2	Gwalior	Datia Gwalior	1638
3	Indore	Indore	2123
4	Jabalpur	Jabalpur	3604
5	Raipur	Raipur	1584
6	Betul	Betul	950
7	Chhatarpur	Chhatarpur	569
8	Chhindwara	Chhindwara	823
9	Dewas	Dewas	737
10	Guna	Guna	167
11	Jagdalpur	Jagdalpur	652
12	Mahakaushal	Balaghat Mandla	58
13	Narsinghpur	Narsinghpur	411
14	Raigarh	Raigarh	469
15	Rajgarh	Rajgarh	180
16	Rewa	Rewa Sidhi	900
17	Sagar	Sagar	843
18	Satna	Panna Satna	1419
19	Shadhol	Sarguja Shahdol	2055
20	Shajapur	Shajapur	203
21	Shivpuri	Shivpuri	301
22	Vidhisha	Raisen Vidisha	502

1	2	3	4
23.	Bilaspur	Bilaspur	5444
24.	Dhar	Dhar	457
25.	Durg	Durg Rajnangaon	7714
26.	Hoshang	Hoshangabad	1240
27.	Khandwa	Khandwa	487
28.	Khargone	Khargone	182
29.	Mandsaur	Mandsaur	610
30.	Morena	Bhind Morena	920
31.	Ratlam	Jhabua Ratlam	1393
32.	Ujjain	Ujjain	1034
Total			47229

Orissa

33.	Balasore	Balasore/Bhadrak	2719
34.	Baripada	Mayurbhanj	574
35.	Berhampur	Ganjam/Gajapati/ Phulbani Boudh	1145
36.	Bhubaneshwar	Khurda/Puri/Navegarh	6725
37.	Bolangir	Bolangir/Sonepur/ Kalahandi Nuapada	610
38.	Cuttack	Cuttack/Jaipur/ Kendrapara Jagatsinghpur	5864
39.	Dhenkanal	Angul/Dhenkanal/ Keonjhar	1,550
40.	Koraput	Koraput-Rayagada/ Nowrangpur/ Malkhangiri	255
41.	Rourkela	Sundargarh/ Jharsubuda Bargarh/Deogarh	1615
42.	Sambalpur	Sambalpur/ Jharsubuda Bargarh/Deograh	1369
Total			22427

Bihar

43.	Chapra	Saran (Chapra), Siwan/Gopalganj	2950
44.	Darbhanga	Darbanga/ Madhubani/ Samastipur/ Begusarai/Khagaria	5062
45.	Dumka	Dumka/Deoghar/ Sahebganj Pakur/ Godda	1006
46.	Dhanbad	Dhanbad/Bokaro	3872

1	2	3	4
47	Gaya	Gaya/Aurangabad/ Jehanabad Nawadah	1785
48	Hazaribagh	Hazaribagh/ Chatra/Giridh Kodarma	1393
49	Jamshedpur	East Singhbhum/ West Singhbhum	6614
50	Katihar	Katihat/Kishanganj/ Purnia Araria part of Bhagalpur	1616
51	Munger	Munger/Sheikhpura/ Jamuni Lakhisarai	2149
52	Motihari	East Champaran/ West Champaran	1627
53	Muzaffarpur	Muzaffarpur/ Vaishali/Sitamarhi/ Sheohar	3913
54	Patna	Patna Nalanda	9268
55	Ranchi	Ranchi/Gumle/ Loherdagga	1858
56	Saharsa	Saharsa/Supeul Madhopura	417
57	Sasrari	Rohtas/Bhabhua Palamu/Garhwa	1283
58	Arrah	Bhojpur/Buxar	1200
59	Bhagalpur	Bhagalpur/Banka	2843
		Total	48856

STATEMENT II

The following steps are being taken to improve the functioning telephone exchanges in Madhya Pradesh, Orissa and Bihar

- 1 Induction of new technologies in the network
- 2 Replacement of old and life expired exchanges
- 3 Upgradation of out door plant
- 4 Computerisation of services
- 5 Monitoring of the performance of exchanges at higher level
- 6 Refresher training for the staff for improving the skill
- 7 Induction of digital microwave and optical fibre system in the local network

STATEMENT III

For Madhya Pradesh

S. No.	Name of Telecom Districts	Name of Revenue District Covered	No. of Telephone Exchs. Electronic Exhs. as on 30.6.96
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1	2	3	4
1.	Bopal	Bhopal Sehore	68
2.	Gwalior	Datia Gwalior	68
3.	Indore	Indore	59
4.	Jabalpur	Jabalpur	80
5.	Raipur	Raipur	86
6.	Betul	Betul	53
7.	Chhatarpur	Chhatarpur	77
8.	Chhindwara	Chhindwara	79
9.	Dewas	Dewas	89
10.	Guna	Guna	69
11.	Jagdalpur	Jagdalpur	59
12.	Mahakaushal	Balaghat Mandla	69
13.	Narsinghpur	Narsinghpur Seoni	92
14.	Raigarh	Raigarh	60
15.	Rajgarh	Rajgarh	49
16.	Rewa	Rewa Sidhi	56
17.	Sagar	Sagar	64
18.	Satna	Panna Satna	50
19.	Shadhol	Sarguja Shahdol	69
20.	Shajapur	Shajapur	80
21.	Shivpuri	Shivpuri	48
22.	Vidhisha	Raisen Vidisha	102
23.	Bilaspur	Bilaspur	110
24.	Dhar	Dhar
25.	Durg	Durg Rajnangaon	70
26.	Hoshang	Hoshangabad	122
27.	Khandwa	Khandwa	89
28.	Khargone	Khargone	126
29.	Mandsaur	Mandsaur	149
30.	Morena	Bhind Morena	118
31.	Ratlam	Jhabua Ratlam	105
32.	Ujjain	Ujjain	104
		Total	2637

For Orissa

1	Balsasore	Balasore Bhadrak	50
2	Baripada	Mayurbhanj	34

1	2	3	4
3.	Bherhampur	Ganjam Gajapati Phulbani Boudh	115
4.	Bhubaneswar	Khurda Puri Nayagarh	84
5.	Bolangir	Bolangir Sonepur Kalahandi Nuapada	53
6.	Cuttack	Cuttack Jaipur Kendrapara Jagatsinghpur	117
7.	Dhenkanal	Angul Dhenkanal Keonjhar	85
8.	Koraput	Koraput Rayagada Nowrangpur Malkhangiri	60
9.	Rourkela	Sundhargarh Jharsubuda Bargarh Deogarh	40
10.	Sambalpur	Sambalpur Jharsuguda Bargarh Deogarh	67
Total			705

For Bihar

1	Arrah	Bhojpur, Buxar	28
2	Bhagalpur	Bhagalpur, Banka	30
3	Chapra	Saran (Chapra), Siwan, Goapalganj	44
4	Darbhanga	Darbhanga Madhubani, Samastipur Begusarai, Khagaria	116
5.	Dumka	Dumka, Deoghar, Sahebganj, Pakur, Godda	42
6.	Dhanbad	Dhanbad, Bokaro	33
7.	Gaya	Gaya, Aurangabad, Jehanabad, Nawadah	47
8.	Hazaribagh	Hazaribagh, Chatra, Giridih, Kodarma	56

1	2	3	4
9.	Jamshedpur	East Singhbhum, West Singhbhum	38
10.	Katihar	Katihar, Kishanganj, Purnia, Araria part of Bhagalpur	45
11.	Munger	Munger, Sheikhpura, Jamuni, Lakhisarai	30
12.	Motihari	East Champaran, West Champaran	41
13.	Muzaffarpur	Muzaffarpur, Vaishali, Sitamarhi, Sheohar	49
14.	Patna	Patna, Nalanda	60
15.	Ranchi	Ranchi, Gumla, Loherdagga, Saharsa, Supaul	38
		Madhopura	46
16.	Sasram	Rohtas, Bhabhua, Palamu, Garhwa	47
Total			290

STATEMENT IV**For Madhya Pradesh**

S No.	Name of Telecom District	Name of Revenue District Covered	No. of Telephone Exchs to be set up during 1996-97
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1	2	3	4
1	Bopal	Bhopal, Sehore	3
2	Gwalior	Datia, Gwalior	3
3	Indore	Indore	3
4	Jabalpur	Jabalpur	3
5	Raipur	Raipur	3
6	Betul	Betul	3
7	Chhatarpur	Chhatarpur	3
8	Chhindwara	Chhindwara	3
9	Dewas	Dewas	3
10	Guna	Guna	3
11	Jagdalpur	Jagdalpur	3
12	Mahakaushal	Balaghat, Mandla	4
13	Narsinghpur	Narsinghpur, Seoni	4
14	Raigarh	Raigarh	3

1	2	3	4
15.	Rajgarh	Rajgarh	3
16.	Rewa	Rewa Sidhi	4
17.	Sagar	Sagar	3
18.	Satna	Panna Satna	4
19.	Shadhol	Sarguja Shahdol	4
20.	Shajapur	Shajapur	2
21.	Shivpuri	Shivpuri	2
22.	Vidhisha	Raisen Vidisha	4
23.	Bilaspur	Bilaspur	3
24.	Dhar	Dhar	3
25.	Durg	Durg Rajnangaon	3
26.	Hoshang	Hoshangabad	3
27.	Khandwa	Khandwa	3
28.	Khargone	Khargone	3
29.	Mandsaur	Mandsaur	3
30.	Morena	Bhind Morena	3
31.	Ratlam	Jhabua Ratlam	3
32.	Ujjain	Ujjain	3
Total			100

Details of Old Telephone Exchanges proposed to be converted into Electronic Exchanges in Madhya Pradesh During 1996-97

S. No	Name of Telecom Districts	Name of Revenue District Covered	No. of Telephone Exchs. to be converted into Electronic exchanges during 1996-97
1	2	3	4
1.	Gwalior	Gwalior	1
2.	Indore	Indore	2
3.	Rewa	Sidhi	1
4.	Bilaspur	Bilaspur	1
Total			5

For Orissa

1.	Balasore	Balasore	1
2.	Bherhampur	Ganjam Boudh	3
3.	Bhubaneswar	Khurda	1
4.	Bolangir	Bolangir, Kalahandi	3
5.	Cuttack	Cuttack, Jaipur Kendrapara	3

1	2	3	4
6.	Dhenkanal	Angul	4
7.	Koraput	Rayagada, Nowrangpur	2
8.	Rourkela	Sundhargarh, Jharsubuda, Bargarh, Deogarh	2
9.	Sambalpur	Sambalpur	1
Total			20

(Only one old telephone exchange at Cuttack in Orissa is proposed to be converted into electronic exchange during 1996-97)

For Bihar

1.	Chapra	Gopalganj	1
2.	Dumka	Dumka, Pakur	3
3.	Gaya	Gaya	1
4.	Hazaribagh	Chatra	2
5.	Jamshedpur	West Singhbhum	3
6.	Katihar	Katihar, Araria	2
7.	Motihari	West Champaran	1
8.	Ranchi	Ranchi, Gumla, Loherdagga	10
9.	Sasram	Rohtas, Bhabhua, Palamu, Garhwa	7
Total			30

(Only one old telephone exchange at Bhagalpur in Bihar is proposed to be converted into electronic exchange during 1996-97)

New Tourist Places in Maharashtra

1832. SHRI BANWARI LAL PUROHIT : Will the Minister of TOURISM be pleased to state :

(a) whether the Union Government have identified new tourist places in Maharashtra;

(b) if so, the details thereof;

(c) whether the Government propose to renovate those new identified tourist places with the help of the State Government, and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA)

(a) and (b). Identification and development of new tourist places is a continuous process and is primarily the responsibility of the State Governments. Sindhudurg has been identified as a Special Tourism Area.

(c) and (d). A project for the conservation and development of Ajanta and Ellora in Maharashtra is under implementation, with the assistance of Overseas

Economic Cooperation Fund Loan, at an estimate cost of Rs.69.88 lakhs.

49 projects amounting to Rs.867.71 lakhs has been sanctioned to Maharashtra during the first four years of the VIII Plan

[Translation]

Mineral Based Industries

1833 SHRI CHITRASEN SINKU : Will the Minister of MINES be pleased to state

(a) whether despite of minerals and land reserves

in the Sindhuhum district of Bihar, the establishment of industries based on minerals could not be made there:

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken by the Govt. in this regard?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDER PRASAD BAISHYA) : (a) to (c) A number of mineral based industries have already been set up in Singhbhum districts of Bihar. Position of the mineral based industries in organised sector is as under :-

S.No	Industry	No. of Units	Location	Name of the Unit
1.	Iron & Steel	2	Chandil Tatanagar	Bihar Sponge Iron Ltd. TISCO Ltd
2.	Alloy Steel	1	Adityapura	Usha Alloy & Steels Ltd
3.	Cement	2	Jamshedpur	Chaibasa Cement Unit of ACC Jamshedpur Cement
4.	Refractory	1	Jamshedpur	TISCO
5.	Glass	2	Jamshedpur Kandra	Punj Sons Pvt. Ltd Saraikela Glass Works Ltd.
6.	Copper	1	Ghatsila	Hindustan Copper Ltd.
7.	Chemicals	2	Jadugoda Chaibasa	Uranium Corpn. of India Ltd Minerals & Chemicals Products Ltd.
8.	Coke Oven	1	Jamshedpur	TISCO

Besides, a number of small scale Industries are also existing

[English]

Vocational Training Project

1834 SHRI E. AHAMED : Will the Minister of LABOUR be pleased to state

(a) whether the World Bank has provided any assistance for Vocational Training Project in the country

(b) if so, the States/UTs which are availing this assistance, and

(c) the amount provided by the World Bank for the purpose during the last three years, State/UT-wise?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Yes, Sir

(b) and (c). The Project is being implemented in 28 States/UTs as per statement enclosed. The approved project schemes in the state sector are implemented on the pattern of Centrally Sponsored Schemes. The States/Union Territories do not get financial assistance directly from the World Bank. The Central Government is reimbursed by the World Bank for expenses incurred on approved schemes in terms of the credit agreement

Fifty percent of the expenditure incurred by the State/Union Territory Governments on the approved schemes is borne by the Central Government. Between 1993-94 to 1995-96, the total expenditure on approved schemes reimbursed by the World Bank is Rs.134.24 crores, which covers both Central Sector and Centrally Sponsored State Sector schemes

STATEMENT

List of States/UTs participation in vocational Training Project

1.	Andhra Pradesh
2.	Arunachal Pradesh
3.	Assam
4.	Bihar
5.	Goa
6.	Gujarat
7.	Himachal Pradesh
8.	Haryana
9.	Jammu & Kashmir

10. Karnataka
11. Kerala
12. Madhya Pradesh
13. Maharashtra
14. Manipur
15. Meghalaya
16. Mizoram
17. Nagaland
18. Orissa
19. Punjab
20. Rajasthan
21. Tamil Nadu
22. Tripura
23. Uttar Pradesh
24. West Bengal
25. UT of Chandigarh
26. Delhi
27. UT of Pondicherry
28. UT of Daman & Diu

Madurai Radio Station

1835 SHRI A.G.S. RAM BABU Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to convert the existing Madurai Radio Station into a Commercial Station.

(b) if so, the details thereof.

(c) whether there is any proposal to set up a FM Station at Madurai.

(d) if so, the details thereof, and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) The 10 KW MW Transmitter operational at AIR Madurai has recently been upgraded to 20 KW MW power and is reported to be functioning efficiently.

[Translation]

Homes for Aged Persons

1836 SHRI SANAT KUMAR MANDAL Will the Minister of WELFARE be pleased to state :

(a) whether the Government have formulated any scheme for opening of homes for the aged in the capital and other metro cities.

(b) if so, the details thereof;

(c) the capital outlay involved; and

(d) the financial assistance being rendered at present to Non-Governmental organisations for managing such homes?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) to (c). A token provision of Rs.5.00 crores has been made towards the scheme for construction of one Old Age Home in each district of the country where no such Old Age Home exists. Under this scheme a voluntary organisation or Panchayati Raj Institution etc. will be given grant-in-aid of Rs.5.00 lakhs for construction of an Old Age Home. Further maintenance of the Old Age Home will be responsibility of the voluntary organisation/Panchayati Raj Institution etc.

(d) Under the scheme of Assistance to Voluntary Organisations for Programme relating to Aged, the voluntary organisations are given grant-in-aid for running Old Age Homes, Day Care Centres, Mobile Medicare Units and Non-Institutional Services for the Aged. The budget provision under the scheme for the current financial year 1996-97 has been kept at Rs.7.00 crores. Financial Assistance to the tune of Rs.2.15 lakhs per annum (Recurring) and one time (Non-recurring) grant of Rs.57.500 is given to Non-Governmental Organisations for maintenance of such an Old Age Home consisting of 25 inmates.

Projects Pending For Clearance

1837 SHRI JAI PRAKASH AGARWAL Will the Minister of FOOD be pleased to state :

(a) whether some projects of the National Capital Territory of Delhi are pending with the Government for clearance.

(b) if so, the details thereof project-wise.

(c) since when these projects are pending and the estimated cost thereof.

(d) the reasons for delay, and

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

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) No, Sir.

(b) to (e) Question does not arise.

[English]

New Post Offices in Kerala

1838 SHRI MULLAPPALLY RAMACHANDRAN Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have received any

proposal from the Government of Kerala for setting up of new Post Offices in the State:

(b) if so, the details thereof and the action taken by the Government thereon;

(c) whether any proposals are under consideration of the Government for upgradation of Post Offices in the State;

(d) if so, the details thereof.

(e) whether the Government propose to introduce Speed Post Service in the State; and

(f) if so, the details thereof, district-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : Yes, Sir.

(b) Four proposals were received from the Government of Kerala for opening of new Post Offices. Two proposals, namely Kunnathukal in Trichur District and Mannamaruthy in Pathanamthitta District were not found justified on Departmental norms. Other two proposals namely West Koratty in Trichur District and Nattukallu in Quilon District are under examination.

(c) Yes, Sir.

(d) Following five proposals for upgradation of Post Offices are under examination:

1. Malayalapuruzha-Thazham in Pathanamthitta District
2. Kunnathur East in Pathanamthitta District
3. Mundakkal in Quilon District
4. Nedumpana in Quilon District
5. Ekarool in Kozhikode District

(e) and (f) Speed Post Service already exists in Kerala. Kottayam, Kochi, Kollam, Thiruvananthapuram, Aluva, Kozhikode and Trissur are under National Network of Speed Post Service.

[English]

Old Persons

1839 SHRI SUSHIL CHANDRA: Will the Minister of WELFARE be pleased to state:

(a) the percentage of persons of more than 60 and 70 years of age and the total numbers thereof;

(b) the number and location of old age ashrams set up in the country for these aged persons who have not been given shelter in their own houses, State Union Territory-wise;

(c) whether any ashram is being run directly by the Government;

(d) if so, the details alongwith the location thereof, and

(e) the provision made for financial assistance to the non-Governmental agencies for setting up old age ashrams?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) Proportion of population of aged persons over 60 years was 6.2 percent as per 1981 Census. The age-wise data based on 1991 Census is under compilation by the Registrar General of India. However, Standing Committee on Population had estimated in 1989 the proportion of population of aged persons (60 plus) in 1991 as 6.5 percent.

(b) to (d). The information is being collected and will be laid on the Table of the House.

(e) A budget provision of Rs. 700 crores has been made for the year 1996-97 under the Scheme of Assistance to Voluntary Organisations for Programmes relating to Aged for running Old Age Homes, Day Care Centres, Mobile Medicare Units and Non-Institutional Services for the Aged.

[English]

Public Distribution System

1840 SHRI RAMESH CHENNITHALA: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government of Kerala has opposed the move for the reported changes being made in the Public Distribution System;

(b) if so, the reasons therefor; and

(c) the reaction of the Government thereto?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (c). The recently concluded Conference of Chief Ministers held on 4th and 5th July 1996, which was also attended by the Chief Minister, Kerala, welcomed the proposal to streamline the Public Distribution System (PDS) with focus on the population Below Poverty Line (BPL) and issue of foodgrains to them at specially subsidised prices. The Conference, however, felt that as a large section of the population, who may be above the poverty line, are also at present getting the benefit of the Public Distribution System, suitable measures should be taken to ensure availability of essential commodities at reasonable prices to this section. The Conference suggested that before finalising the Below Poverty Line Population, the States should be consulted.

Government is working out the details on Streamlining the PDS in consultation with the States Governments.

Improvement of Telecom Services

1841 SHRI MOHAN RAWALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of the Government have been drawn to the news-item appearing in *The Indian*

Express' dated July 1, 1996 captioned, "Infrastructural problems cripple telephone services":

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

(c) the measures taken to improve the situation?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes, Sir.

(b) and (c). The details are enclosed in the Statement attached.

STATEMENT

The gap between the demand and supply of telephones over the years has drastically reduced. In the first four years of 8th Plan additional capacity of 61.68 lakh lines has been created for reducing the waiting list drastically. In fact barring a few pockets, the OYT connections are current. To accelerate the momentum of providing telephones to all villages, Government under National Telecom Policy 1994 has allowed participation by private operators to provide value added services and basic services.

Development of Telecom Network on such a massive scale involves installation of exchanges and heavy cable laying. In Delhi two lakh subscribers have been given connections during 1995-96. Only in a few places the release of connections was delayed due to non-availability of cable pairs. In such cases prompt action is taken to solve the problems by using pair gain system. Release of connections are reviewed at the higher level and continuous efforts are made to improve the services.

Benefits Under Public Distribution System

1842 SHRI NITISH KUMAR :
 PROF. PREM SINGH CHANDUMAJRA :
 JUSTICE GUMAN MAL LODHA :
 DR. MAHADEEPAK SINGH SHAKYA :
 SHRI KRISHAN LAL SHARMA :

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

(a) whether according to a recent survey only 36% families are benefited by the public distribution system in the rural areas and 40% of the total foodgrains are being supplied to urban areas for the public distribution system where only 26% people live;

(b) if so, the justification thereof;

(c) if not, the facts thereof;

(d) the corrective measures being taken by the Government to remedy the situation;

(e) the percentage of rural and urban families benefited by the public distribution system separately, State/Union Territory-wise and

(f) the quantity of foodgrains being sold through public distribution system in urban and rural areas of the country?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) Yes, Sir, as per a survey by National Council of Applied Economic Research.

(b) to (f). Under the joint responsibility, the Central Government make available rice, wheat, sugar, SKO, soft coke/CIL coke and edible oil in bulk to States/UTs, whereas the operational responsibility of implementing the PDS including distribution in rural and urban areas is of the State Government/UT Administration. The Central Government does not maintain details of the percentage of rural and urban families benefited by PDS as well as the quantities sold through PDS in urban and rural areas respectively.

The strengthening and streamlining of the PDS is a continuous process. Matters relating to improving the functioning of PDS are discussed with State Governments in various fora like regional meetings, Advisory Council meetings etc. The Central Government also monitors and progress of RPDS in various States/UTs through periodical reports.

[English]

Dropping of Doordarshan

1843 SHRI B.L. SHARMA PREM :
 SHRI SURESH KALMADI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the telecast of a number of scheduled programmes of Doordarshan, Delhi have been dropped during the last six months;

(b) if so, the details thereof;

(c) the reactions therefor; and

(d) the action taken against the guilty officers?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir. Some of the programmes were dropped.

(b) The information is being collected and will be laid on the Table of the House.

(c) Programmes of Doordarshan are generally telecast as scheduled. However, at times, it becomes necessary to either drop or to reschedule the programmes to accommodate programmes of national and international importance. Some programmes could not be telecast as per schedule because of live telecast/coverage of events like International Film Festival, Wills Cup Cricket matches, Euro Cup, Atlanta Olympics, French Open, Wimbledon 96, Swearing in ceremony of Council of Ministers and state mourning etc.

(d) Does not arise.

[Translation]

Non-Governmental Organisations

1844. PROF. PREM SINGH CHANDUMAJRA :
SHRI NITISH KUMAR :

Will the Minister of WELFARE be pleased to state:

(a) the total number of Non-Governmental Organisations which were functioning during 1993-94, 1994-95 and 1995-96 year-wise; and

(b) the financial assistance provided to these organisations during each of the last three years?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) The total number of Non-Governmental Organisations (year-wise) is given below:

1993-94	1163
1994-95	1872
1995-96	1730

(b) Financial assistance provided to these organisations (year-wise) is as follows :

(Rs. in crores)

1993-94	50.18
1994-95	76.11
1995-96	71.26

Setting up of Sugar Mills

1845 SHRI PRAMOD MAHAJAN :
SHRI SANDIPAN B. THORAT :
DR. LAXMINARAYAN PANDEY :

Will the Minister of FOOD be pleased to state :

(a) the number of applications received by the Union Government for setting up of sugar mills during each of the last three years till date, State/UT-wise;

(b) the details of the applications approved by the Union Government during the above period location-wise, and

(c) the number of applications pending/rejected by the Union Government alongwith the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) to (c) A statement showing State/UTs-wise number of applications received by Union Government during the last three years i.e. 1993 to 1995 is shown in Statement I. During the above period the applications considered and approved are shown in Statement II. After March, 1994 the process of licencing was put on hold and it re-started only from 15.12.1995 whereafter

almost all the pending applications were considered and recommendations of grant of LOI firmed up in appropriate cases.

STATEMENT - I

State/Union Territories-wise Number of Applications Received by the Union Government during the last three years i.e. 1993 to 1995.

S.No.	State	1993	1994	1995
1.	Arunachal Pradesh	1	-	-
2.	Andhra Pradesh	4	4	11
3.	Bihar	3	1	1
4.	Karnataka	8	9	60
5.	Madhya Pradesh	1	10	16
6.	Maharashtra	13	5	7
7.	Orissa	4	1	10
8.	Punjab	4	2	5
9.	Rajasthan	1	-	-
10.	Tamil Nadu	7	9	14
11.	Uttar Pradesh	69	61	72
12.	West Bengal	1	1	1
		116	107	199

STATEMENT - II

The State-wise details of the applications approved by the Union Government for setting up of new sugar mills during the last three years i.e. 1993 to 1995 (January to December)

S No.	Name of address of the applicant	Proposed location with district	Sector
1	2	3	4
I. Haryana			
1	M/s The Haryana State Fedn of Coop Sugar Mills Ltd, S C O 3011-12 Sector 22-D Chandigarh	At Gohana Distt Sonapat	Coop
2	M/s Piccadily Agro Industries Ltd S C O 40-41 Sector 17-A Chandigarh-16 160 017	At Indl. Distt Karnal	Pvt
3	M/s ISGEC Covema Plastics Ltd, Paras Cinema Building 3rd Floor, Nehru Place New Delhi - 110 019	At Kamada, Teh Thanesar, Distt Kurukshetra	Pvt

1	2	3	4	1	2	3	4
4	M/s Horizon Agro Chem Ltd., C/o Yamuna Gases and Chemicals Ltd., Sandanagar, Ambala Road Jagadhri-135003	At Kot Teh Chachauli, Distt Yamuna nagar.	Pvt	12	Shri Vadde Shobhanadri, 59A-7-32/2, RPC Colony IInd Lane Vijayawada - 520008	At Ne-chakacherla village Teh Ne Chakacherla Mandalam Distt Mrichne	Pvt
II. Gujarat				13.	M/s Gayatri Sugar (P) Ltd 6-3-1089 /1, Raj Bhawan Road Somajiguda Hyderabad - 500004.	At Prabhagiri Patnam village, Podelkuru Mandal Distt Nellore	Pvt.
5	Shri Sanatbhai Mangalal Mehta Sardar Coop. Sugar Industries Ltd Trimurti Apartment, R.C. Dutt Road Vadodara 390005	At. Koda-chhala, Teh Jetpur Pavi, Distt Vadodara.	Coop	14	Shri D Ramakrishna Reddy, 3-5-1101/1, Naravanaguda, Hyderabad - 500029	At S R. Puram, Distt Chittoor	Pvt
6	Shri Sahadev B Chaudhari, Shri Surat Jilla Uttar Purva Vibhag Sahakari Karkhana Udyog Mandli Ltd C/o Jilla Panchayat Office, Pariya Mahel, Surat - 395003	At Isar Teh Mandvi, Distt Surat	Coop	15	Shri B. Sanjeeva Rao, 2-1-559/A/2, 1st Floor Kallakunte, Hyderabad-500044	At Thangalapalli, Teh Sirchilla, Distt Karimnagar	Pvt
III. Madhya Pradesh				16	M/s Sri Vasisth Sugars & Chemicals Ltd., Bhanu Towers, Bhanu Delux Apartments, Flat No 302, Ameerpet, Hyderabad - 500 005	At Hazurabad Distt Karimnagar	Pvt
7	M/s Indo Euro Industries Ltd 77 Mittal Chambers, Nariman Point, Bombay-400021	At Betul, Distt Betul	Pvt	17	Shri H V B Chalamiah, E-212 Greater Kailash, Part-II, New Delhi- 110048	At Kothakotta village, Teh Narsipatnam Distt Visakhapatnam	Pvt
8	M/s Shree Vindhya Papers Mills Ltd Panchak G D Somani Marg, Kasik Road, Maharashtra	At Sanawad Teh Barwaha Distt Khargone	Pvt	18	M/s Coastal Papers Ltd 11-10-27, River Dale G T Road, Rajamundry-533104	At Korasavada, Distt Srikakulam	Pvt
IV. Tamil Nadu				19	M/s Tirumala Sugars Ltd., 307, Raghava Ratna Towers Chirag Ali Lane Abids Hyderabad-500 001	Sirgapur Teh Dilwarpur Mandal Distt Adilabad	Pvt
9	M/s Dharani Sugars & Chemicals Ltd No. 1 Venus Colony Second Street Madras - 600016	At Karaipoondi Tal Polur Distt North Arcot	Pvt	20	Smt K Jyoti Reddy 7th Floor Topaz Building Amrutha Hills Puniagutta Hyderabad-500 402	At Bichkond Distt Nizamabad	Pvt
10	M/s S V Sugars Ltd (Under Incorporation), C O Baba Enterprises, 781 Anna Salai, Madras - 600 002	At Walajabad Firkka Distt Chengalpattu MGR	Pvt	21	M/s NCS Gayatri Sugar (P) Ltd Ltd., 405, Minar Apartments, Deccan Towers, Beshear Bagh, Hyderabad 500 001	AT Adluryella reddy, Teh Sadasivanagar Mandel, Distt Nizamabad	Pvt
V. Andhra Pradesh				22	M/s Ganapati Sugar Industries Ltd 20-B Abdul	At Kulubgur village Sangareddy	Pvt
11	Shri S. Jayaram Choudhary M/s Sudulegunte Hotels Pvt Ltd (Hotel Mayura), 204 & 209 T.P., Tirupati - 517501	At Village Buchinadukhan, drige Distt Chittoor	Pvt				

1	2	3	4	1	2	3	4
	Hamid Street 4th Floor, Calcutta-700 069.	Mandul Distt. Medak, A P		32	Shri S T Patil, B B (Civil) Chairman M/s Rayatara Sahakari Sakkare Karkhana Niyamit Mudhal (PO) Distt Bijapur	At Rannanagar Tal Mudhol, Distt Bijapur	Coop
23	M/s The Andhra Sugars Ltd, Venketarayapuram, Post Box No 102, Tanuku-534 215 West Godavari Distt	At Taduvai Distt West Godavari	Pvt	IX. Maharashtra			
24	M/s Ammana Sugars Ltd, 2-2-647/217 C E Colony, New Nallakunta, Hyderabad-500013	At Pragnapur, Teh Gajwel, Distt Medak	Pvt	33	Shri Chimanrao Kadam, Chief Promoter, M/s Tulja-Bhavarri Devi SSK Ltd Kasba Peth Phaltan, Distt Satara	At Rajouri, Teh Phaltan, Distt Satara	Coop
25	M/s Varalakshmi Sugars Ltd Rajam-532 127, Srikakulam Distt	At Sankili in Regidi Amadalavase Mandal, Distt Srikakulam	Pvt	34	Shri Udhay Singh Sitaram Patil M/s Septaganga Sahakari Sakhar Karkhana Ltd, Vesrap Palsambi, At Post Aslaj Teh Gaganbawda, Distt Kolhapur	At Vesrap Palsambe Teh Gaganbawda Distt Kolhapur	Coop
VI. Bihar				35	Mr Manoj Mohanraonde M/s Miraj Taluka Sahakari Sakhar Karkhana Ltd, 4632 Guruwar Peth, Distt Sangli	At Shindewadi Teh Miraj Distt Sangli	Coop
26	M/s Harrison's Malayam Ltd 24/1624 Bristraw Road, Willingdon Island Cochin-682003 (Kerala)	At Dhaka, Distt East Champaran	Pvt	36	Dr Patangrao Kadam, Chief Promoter, M/s Sonhira Sahakari Sakhar Karkhana Ltd, Bharatiya Vidya Pith, Bharatiya Vidhya Pith Bhavan, Lal Bahadur Shastri Marg, Pune	At Wangri Teh Khanapur Distt Sangli	Coop
VII. Orissa				37	Shri Uttam B Rathod, Chief Promoter, M/s Painganga Sahakari Sakhar Karkhana Ltd Uhakdeo (Mandvi), Tal Kinwat, Distt Nanded	At Unakdeo (Mandvi) Teh Kinwat Distt Nanded	Coop
VIII. Karnataka				38	Shri Dilip Patil Chief Promoter M/s Bhima Shankar SSK Ltd 1103 Godavari, Worli Sagar Society Worli Bombay-400018	At Kathapur Teh Ambegaon Distt Pune	Coop
27	M/s Sakti Sugars Ltd Jaipur Distt Jagatsinghpur Orissa	At Jaipur Distt Jagatsinghpur	Pvt	39	Mr Man Singh Udeysingh Rao	At Shahuwadi Distt Kolhapur	Coop
28	M/s The Mahatma Gandhi SSK (Niyamit), Bhalki-585328, Taluka Shalki, Distt Bidar	At Hunji Hachikamath, Teh Bhalki, Distt Bidar	Coop				
29	Shri Balasaheb B Patil, Chief Promoter, M/s The Markandeya Coop Sugar Mills Ltd B C 170 Havelock Road (Bogarves) Camp Belgaum-590001	At Kakati Distt Belgaum	Coop				
30	M/s Jamkhandi Sugars Ltd Urban Coop Bank Building, Jamakhandi Distt Bijapur	At Hirapadasalgi Teh Jamkhandi, Distt Bijapur	Pvt				
31	M/s Shri Bhadema Shankar SSK Ltd Indl and Sindagi Tk Indl, Distt Bijapur	At Village Maragur Taluka Indl Distt Bijapur	Coop				

1	2	3	4	1	2	3	4
	<p>Gaikwad, Chief Promoter, Late Vasantao Naik S and K Ltd. At and Post Supatre, Teh Sarhuwadi, Distt Kolhapur.</p>				<p>At Post Taluk Khandala, Distt. Satara</p>		
40.	<p>Shri Rangnathrao Shivaram Patil, M/s Shree Rameshwar SSK Ltd., Sawarkheda, Tal Jafrabad, Bhokardan, Distt Jalna</p>	<p>At Sawarkheda, Teh Jafrabad, Distt Jalna</p>	Coop.	49.	<p>Chief Promoter, M/s Shri Saibaba SSK Ltd., At & Post Titoli, Tal Jintur, Distt Parbhani.</p>	<p>At Mankeshwar Teh Jintur, Distt Parbhani</p>	Coop.
41.	<p>Shri Hiraji Maharaj Shetkari SSK Ltd Ganeshpur, Tal Kannad, Distt Aurangabad</p>	<p>At Pishore, Teh Kannad, Distt Aurangabad</p>	Coop	X. Uttar Pradesh			
42.	<p>Shri Ashok Rajaram Patil, (Dongaonkar) M/s Grishneshwar SSK Ltd., Virangule 37, Shankar Nagar, Aurangabad</p>	<p>At Khultabad, Distt Aurangabad</p>	Coop	50.	<p>Shri Mahesh Vithaldas Chaturvedi, M/s ATV Projects India Ltd, D-8 MIDC Street No. 16, Marol, Andheri (East) Bombay 400 093</p>	<p>At Rayamath, Distt Mathura,</p>	
43.	<p>Shri Arvind T Kamble, Chief Promoter, M/s Priyadarshini Shetkari SSK Ltd Narabadi, Udgir, Distt Lat.</p>	<p>At Tondar, Teh Udgir, Distt Latur</p>	Coop	51.	<p>M/s J K Industries Ltd Link House 3, B S Zafar Marg New Delhi-110002</p>	<p>At Mirganj, Distt Bareilly,</p>	Pvt
44.	<p>Shri Madhavrao B Patil, M/s Shri Vithal SSK Ltd, Murum, Tal Omerga, Distt Osmanabad</p>	<p>At Murum, Teh Omerga, Distt Osmanabad</p>	Coop	52.	<p>M/s Oswal Overseas Lt G T Road, Jugiana-142120 Distt Ludhiana (Punjab)</p>	<p>At Nawabganj, Distt Bareilly</p>	Pvt
45.	<p>M/s Dongarai Sagareswar Shetkari SSK Ltd, At & Post Khandapur, Tel Khanapur, Distt Sangli</p>	<p>At Raigaon, Teh Khanapur, Distt Sangli</p>	Coop	53.	<p>M/s Shakumbari Sugar & Allied Industries, Ltd Jagran Building, 2, Sarvodaya Nagar Kanpur-208005</p>	<p>At Todarpur (Rogha) Distt Saharan-Pur</p>	Pvt
46.	<p>Mr A S Nawane Chief Promoter, M/s Sahyadri SSK Ltd At & Post Dhamod, Tel Radhanagari, Distt Kolhapur</p>	<p>At Durgmanwad, Teh Radhanagari, Distt Kolhapur</p>	Coop	54.	<p>M/s Dwarikesh Sugar Industries Ltd 511, Maker Chamber-V 221, Nariman Point Bombay-400 021</p>	<p>At Bundki, Distt Bijnor</p>	Pvt
47.	<p>Shri Vithalrao Jadhav, M/s Nandigram SSK Ltd 1, HIG Colony, Near ITI Nanded 431 602</p>	<p>At Someshwar, Distt Nanded.</p>	Coop	55.	<p>Shri N.K. Srivastava, 6, River House 2, Tilak Marg Dalibagh, Lucknow</p>	<p>At Shohratgarh, Distt Sidharthnagar</p>	Pvt
48.	<p>Shri Prataprao Baburao Bhosale, M/s Kisan Veer SSK Ltd, Khandala,</p>	<p>At Khandala, Distt Satara</p>	Coop	56.	<p>M/s Indo Gulf Industries Ltd B 2/13 Africa Avenue, Safderjung Enclave, New Delhi-110029</p>	<p>At Maizapur, Distt Gonda</p>	Pvt
				57.	<p>M/s Bajaj Hindustan Ltd, IInd Floor Bajaj Bhavan, Jamnalal Bajaj Marg, 226 Nariman Point Bombay</p>	<p>At Patراسي Distt Lakhimpur Kheri</p>	Pvt
				58.	<p>M/s Simbhaoli Sugar Mills Ltd., Simbhaoli-245207</p>	<p>At Chilwaria, Distt Bhaich.</p>	Pvt

1	2	3	4
59.	M/s. The Seksaria Biswan Sugar Factory Ltd. P.O. Biswan, Distt Sitapur-261201.	At Behta-Reusa, Teh. Biswan, Distt Sitapur	Pvt.
60.	M/s. U.P. Coop. Sugar Factory Fedn. Ltd. Sahakari Chini Bhavan, 9A, Rana Pratap Marg, Lucknow 226001.	At Baheri-Brahman, Teh. Thakurdwara, Distt Moradabad.	Coop.
61.	M/s. Gomti Sugar Mills Pvt. Ltd., 111 Indra Prakash Building, 21 Barakhamba Road, New Delhi-110 001.	At Ajbapur, Block-Pasgaon Distt Lakhimpur Kheri.	Pvt.
62.	Shri V.S. Dewan, P.B. No. 143 Rithani, Delhi Road, Meerut-250002.	At Agwanpur, Distt Moradabad.	Pvt.
63.	M/s. Kitply Industries Ltd. Regd. Office B, 1-11-BL D.A. Kapur Road Lucknow.	At Tupapur, Distt Hardoi.	Pvt.
64.	Tikaula Sugar Mills Ltd., 118-B, New Mandi, Muzaffarnagar.	At Tikaula, Distt Muzaffarnagar.	Pvt.
65.	M/s. Monnet Industries Ltd. 302, World Trade Centre, Babar Road New Delhi.	At Un. Teh. Kairana, Distt Muzaffarnagar.	Pvt.
66.	M/s. Oswal Agro Mills Ltd. 7th Floor, Antriksh Bhavan, K.G., Marg, New Delhi-110001.	At Jalalabad, Distt Shahjahanpur.	Pvt.
67.	Shri Satish Jain M/s. Shiva Paper Mills 14, Alipur Road Delhi-110054.	At Tanda, Teh. Shahbad, Distt Rampur.	Pvt.
68.	M/s. Saryu Sugar Mills Ltd., 20th Floor, Amba Deep, 14, Kasturba Gandhi Marg, New Delhi-110001.	At Akbarpur, Distt Faizabad.	Pvt.
69.	Shri Ratanlal Parasrampuria, Mittal Tower 'A' Wing, 3rd Floor, Nariman Point, Bombay-400 021.	At Budhana, Distt Muzaffarnagar.	Pvt.
70.	Shri S.N. Chaturvedi, Ajanta complex B-Juhe Tara Road Bombay-400049.	At Sikandra Rao, Distt Aligarh.	Pvt.
71.	M/s. Associated Sugar Mills Ltd., P.B. No.	At Village Thoi, Distt.	Pvt.

1	2	3	4
	209 Rambagh, Muzaffarnagar 251001	Haridwar.	
72.	Shri Vigin Goel Ram House, Kiratpur, Distt. Bijnor.	At Chandak, Distt. Bijnor.	Pvt.

* Quashed by Delhi High Court on 2.2.95.

[English]

Public Distribution System

1846. SHRI SANDIPAN THORAT : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the public distribution system (PDS) has been working satisfactorily in the country;

(b) if not, the reasons therefor;

(c) whether the Government have been monitoring the performance of PDS in the States where the specified food items are not available through the ration shops in rural areas in particular and in urban areas in general;

(d) if not, the reasons therefor;

(e) whether the Government propose to strengthen vigilance and set up monitoring Committee for each PDS unit in Urban and Rural areas to detect irregularities and malpractices; and

(f) if so, the details thereof?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (f). For the successful implementation of Public Distribution System (PDS), both the Central Government and State Governments are responsible. While the Central Government makes bulk allocation of PDS commodities to the States/UTs, operational responsibility for implementing the PDS vests with the State Governments/UT Administrations. Central Government holds periodical meetings with States/UTs for reviewing the functioning of the PDS. Suggestions and measures for improving the functioning of the PDS are discussed in these meetings. Government has also requested the States to send monthly reports on PDS. Central and State Governments take suitable measures to improve the reach of the PDS to the economically disadvantaged regions of the country where a large number of the population below the poverty line live. The Central Government has advised the States/UTs to set up fair price level vigilance committees and most of the States/UTs are reported to have set up such committees in Revamped PDS areas.

Improvement of Civil Aviation Network

1847. SHRI SARAT PATTANAYAK :
PROF. RASA SINGH RAWAT :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the schemes proposed to be introduced for the development of Civil Aviation network in Rajasthan and Orissa; and

(b) the amount earmarked therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Airports Authority of India has allocated Rs. 17.49 crores in Budget Estimates of 1996-97 for upgradation of Jaipur, Jodhpur and Udaipur airports and construction of a new airport at Ajmer in Rajasthan and Rs. 4.12 crores for upgradation of Bhubaneswar airport in Orissa.

Ballot System

1848. DR. LAXMINARAYAN PANDEY : Will the Minister of LABOUR be pleased to state :

(a) whether Government have introduced the ballot system for democratisation of the trade unions;

(b) if so, its present status; and

(c) the time by which the Government propose to complete the ballot system in all sectors of Indian Trade Unions?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (c) The Government has been discussing the proposal for introducing Secret Ballot for verification of the members of Trade Unions in consultation with various Central Trade Unions, Employees Organisations and State Governments. It is proposed to place the issue before the Standing Labour Committee and the Indian Labour Conference at their next meeting to evolve a consensus approval.

Press Council of India

1849. DR. T. SUBBARAMI REDDY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Press Council of India has recently instructed journalists not to record anyone's conversation of talks over telephone without prior permission of the party concerned;

(b) if so, the details thereof;

(c) whether Press Council has also formulated a code of ethics.

(d) if so, the main guidelines updated by the Press Council of India; and

(e) the extent to which these guidelines are adhered to?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (d). Yes, Sir. The PCI in its meeting held at Bangalore on the 28th June, 1996 has updated the compilation of the guidelines principles developed since 1996. A list of subjects on which the guidelines have been updated by the council is given in the attached statement.

(e) The guidelines and other pronouncements of the Council do not carry any penal sanctions but the Press Council can issue warning, admonition and censure. These are, however, morally binding and the Press has, by the large, adhered to and abided by the advice of the Press Council.

STATEMENT

The main guidelines updated by the Council are on the following subjects :

1. Accuracy and fairness;
2. Pre-publication verification;
3. Caution against defamatory writings;
4. Parameters of the right of the Press to comment on the acts and conduct of public official;
5. Right to privacy;
6. Recording interviews and phone conversation;
7. Conjecture, comment and fact;
8. Newspapers to eschew suggestive guilt;
9. Corrections;
10. Right of Reply;
11. Letters to Editor;
12. Obscenity and vulgarity to be eschewed;
13. Violence not to be glorified;
14. Glorification/encouragement of social evils to be eschewed;
15. Covering communal disputes/clashes;
16. Headings not to be sensational/provocative and must justify the matter printed under them;
17. Caste, community or religion references;
18. Reporting on natural calamities;
19. Paramount national interest;

20. Newspapers may expose misuse of diplomatic immunity:
21. Investigative Journalism. its norms and parameters:
22. Confidence to be respected:
23. Caution in criticising judicial acts:
24. Newspapers to avoid cross-commercialism:
25. Plagiarism:
26. Unauthorised lifting of news:
27. Non-return of unsolicited material:
28. Advertisements:
29. Communal writings:
30. Financial news reporting:
31. Election coverage - pre/exist poll surveys:
32. Coverage of militant handouts:
33. AIDS related reporting.

Expansion of MTNL

1850. DR. KRUPASINDHU BHOI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Union Government propose to undertake the expansion programme of MTNL during 1996-97; and

(b) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes, Sir.

(b) It is planned to provide 5.0 lakhs New Telephone connections in MTNL during 96-97 (2.5 lakhs each in Delhi and Bombay) subject to generation of adequate registered demand for new telephones

Steel Plant in Private Sector

1851. DR. ARUN KUMAR SARMA : Will the Minister of STEEL be pleased to state :

(a) whether the Government of Assam has submitted any proposal to the Union Government for the issuance of letter of intent for setting up of steel plants in the private sector.

(b) if so, the details thereof; and

(c) the names of private companies approved by the Government?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (c) No proposal has been received from the Government of Assam for issuance of letter of intent for setting up of steel plants in the private sector. Approval of the

Union Government for Industrial Licence is required only if the project is proposed to be located within 25 kms. from the periphery of the standard urban area limits of a city having a population of more than 10 lakhs according to the 1991 Census and is also not located within the areas designated as 'industrial area' by State Government before July 25, 1991

Promotion of Tourist in Orissa

1852. SHRI SOUMYA RANJAN : Will the Minister of TOURIST be pleased to state :

(a) whether the Government have formulated any scheme to encourage the tourism in Orissa.

(b) if so, the details thereof:

(c) whether the Government propose to reduce air fares to encourages tourism; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b) Promotion of Tourism is primarily the responsibility of the State Government. However, Department of Tourism, Government of India, provides Central Financial Assistance for the development of tourism to the State/Union Territory Governments on the receipt of specific projects, based on their merits, inter se priority and availability of funds.

During the first four years of the VIII Plan, Government of India has sanctioned Rs. 449.06 lakhs to Orissa for the promotion/development of tourism. In consultation with the State Government of Orissa, 3 projects have been identified for central financial assistance in 1996-97.

(c) and (d). The Government has no proposal to reduce air fares of the Indian Airlines.

Expansion of Khetri Smelter and Refinery Projects

1853. SHRIMATI VASUNDHARA RAJE : Will the Minister of MINES be pleased to state :

(a) whether the Government propose to expand Khetri Smelter and refinery project

(b) if so, the details thereof and the expenditure likely to be incurred thereon

(c) whether the Hindustan Copper Limited has formulated any plan in this regard

(d) if so, the details thereof; and

(e) the reaction of the Government thereto?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) No Sir

(b) to (e) Hindustan Copper Limited (HCL) has formulated a plan for expansion of Khetri Smelter and

Refinery plant from a capacity of 31,000 to 1,00,000 tpa at a projected cost of Rs. 506.68 crores. The proposal is at the appraisal stage.

India's Position in World Tourism

1854. SHRI KRISHAN LAL SHARMA : Will the Minister of TOURISM be pleased to state :

(a) whether it is a fact that India's share in world tourism is still less in comparison to other countries although it has the great potential;

(b) if so, the reasons therefor;

(c) the steps taken/proposed to be taken by the Government in this regard;

(d) whether the Government propose to make any provision for the promotion of tourism in the Ninth Five Year Plan; and

(e) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) The percentage share of India in the world tourist traffic during 1995 was about 0.37. It is not commensurate with the potential that exists because of infrastructural constraints.

(c) to (e). Steps being taken to increase the share of India in the world tourism traffic includes improvement of infrastructural facilities particularly by attracting private investment, focussing of publicity and marketing efforts and development of manpower resources. The Report of the Working Group on Tourism Development for the Ninth Five Year Plan has been submitted to the Planning Commission.

AIR Officials

1855. SHRI SONTOSH MOHAN DEV : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the Central Bureau of Investigation has conducted an enquiry against AIR officials at Silchar in Assam;

(b) if so, the details thereof and the action taken against the Quilty officials;

(c) whether some officials of the AIR Station are also implicated in this enquiry and are being victimised, and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) Yes, Sir. The Central Bureau of Investigation have recently registered a criminal case against an official of AIR, Silchar on 15th May, 1996 for allegedly taking a bribe. Since the concerned officer

was detained for a period exceeding 48 hours on criminal charge, he has been placed under deemed suspension as a result of departmental action.

(c) No, Sir.

(d) Does not arise.

[Translation]

Welfare Schemes

1856. SHRI RAM KRIPAL YADAV : Will the Minister of WELFARE be pleased to state :

(a) the details of welfare schemes which are wholly or partially financed by the Union Government for the poor, aged, widows and helpless; and

(b) the number of persons benefited from these schemes during each of the last three years till date, State/Union Territory-wise?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) The following Central Schemes are meant for the poor, aged, widows and helpless persons :

1. *National Social Assistance Programme consisting of the following schemes :*

(i) National Old Age Pension Scheme (NOAPS)

(ii) National Family Benefit Scheme (NFBS)

(iii) National Maternity Benefit Scheme (NMBS)

The National Social Assistance Programme (NSAP) is a Centrally Sponsored Programme in the area of poverty alleviation both in the rural and urban areas, to extend 100% Central assistance to the States/Union Territories to provide benefit under it in accordance with the norms/guidelines and conditions laid down by the Central Government. The NSAP introduces a National Policy for social assistance to poor households. Benefits are provided to them in case of old age, on the death of the primary bread winner of the household and on maternity. The NSAP has come into effect from 15.8.95. This Scheme is being administered by Ministry of Rural Areas and Employment (Deptt. of Rural Development).

2. *Scheme for Assistance to Voluntary Organisations for Programmes relating to Aged*

Under this Scheme voluntary organisations are given 90% grant-in-aid (95% in tribal areas) for running Old Age Homes, Day Care Centres, Mobile Medicare Units and Non-Institutional Services for the Welfare of aged.

(b) Statement-I indicating the number of beneficiaries under the National Social Assistance Programme (NSAP) during 1995-96 as available is attached. Statement-II indicating the number of beneficiaries under the Scheme for Assistance to Voluntary Organisations for Programmes relating to Aged for the years 1993-94, 1994-95 and 1995-96 is also attached.

STATEMENT - I*Number of Beneficiaries Under NSAP, 1995-96*

S.No. State/Union Territories	NOAPS Beneficiaries	NFBS Beneficiaries	NMBS Beneficiaries
1. Andhra Pradesh	260612	20390	207427
2. Arunachal Pradesh	NR	NR	NR
3. Assam	NR	NR	NR
4. Bihar	NR	398	1148
5. Goa	447	17	NR
6. Gujarat	NR	NR	NR
7. Haryana	33808	NR	NR
8. Himachal Pradesh	6519	NR	NR
9. Jammu and Kashmir	13911	292	5057
10. Karnataka	NR	NR	NR
11. Kerala	38279	70	140
12. Maharashtra	7364	80	276
13. Madhya Pradesh	181814	NR	NR
14. Manipur	NR	NR	NR
15. Meghalaya	NR	NR	NR
16. Mizoram	1330	83	1265
17. Nagaland	NR	NR	NR
18. Orissa	174331	18	1389
19. Punjab	35514	579	3669
20. Rajasthan	NR	NR	NR
21. Sikkim	800	NR	NR
22. Tamil Nadu	NR	NR	NR
23. Tripura	NR	NR	NR
24. Uttar Pradesh	764671	12651	169589
25. West Bengal	353900	18643	170733
26. Andaman & Nicobar Islands	NR	NR	NR
27. Chandigarh	1187	1	5
28. Dadra & Nagar Haveli	300	28	88
29. Daman & Diu	86	24	24
30. NCT Delhi	NR	NR	NR
31. Lakshadweep	NR	NR	NR
32. Pondicherry	NR	NR	NR
Total	1874873	53274	560810

NR = Not received.

STATEMENT - II*Number of persons benefitted under the Scheme of Assistance to Voluntary Organisations Programme relating to Aged during 1993-94, 1994-95 and 1995-96.*

Name of States/UT	1993-94	1994-95	1995-96
1	2	3	4
1. Andhra Pradesh	16,525	56,750	56,400
2. Assam	25	75	75

	1	2	3	4
3. Bihar		50	50	150
4. Gujarat		75	75	75
5. Haryana		375	475	525
6. Himachal Pradesh		50	4,850	4,850
7. Karnataka		100	250	250
8. Kerala		-	9,775	9,750
9. Madhya Pradesh		50	325	300
10. Maharashtra		175	350	175
11. Manipur		800	1,100	825
12. Orissa		6,525	6,825	6,875
13. Punjab		100	50	100
14. Rajasthan		150	150	-
15. Tamil Nadu		16,175	35,650	30,500
16. Tripura		50	300	300
17. Uttar Pradesh		7,350	2,975	7,875
18. West Bengal		6,750	19,200	21,700
19. Delhi		4,975	9,875	9,650
20. Pondicherry		-	25	25

[English]

Central Assistance to Karnataka

1857. SHRI S.D.N.R. WADIYAR : Will the Minister of WELFARE be pleased to state :

(a) whether the Union Government have received any proposal from the Government of Karnataka for seeking Rs. 200 crores of Central assistance for its sons of the soil welfare project for backward classes and minorities;

(b) if so, the details; and

(c) the time by which a final decision is likely to be taken to this regard?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) No, Sir, this Ministry has not received any such proposal from Government of Karnataka.

(b) and (c). In view of above the question does not arise.

Targets Under SC/ST Welfare Schemes

1858. SHRI VISHVESHWAR BHAGAT : Will the Minister of WELFARE be pleased to state :

(a) whether the targets were fixed in achieving Scheduled Castes/Scheduled Tribes welfare schemes in Madhya Pradesh during each of the last three years;

(b) if so, the extent of success achieved in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) to (c). The release of Central assistance under the various schemes for the Welfare of Scheduled Castes and Scheduled Tribes is made on the basis of the performance of the State Governments and the matching budget provisions made by the State Governments in their budget. No specific state-wise targets are fixed under the control sector and centrally sponsored schemes. However certain targets are fixed under point 11 (a) and 11 (b) of the 20 point programme regarding the number of Scheduled Castes and Scheduled Tribe families to be economically assisted in each state in a particular year. A statement with respect to targets and success achieved in this regard for the State of Madhya Pradesh is enclosed.

STATEMENT

Period	Targets (families)	Achievements (families)
<i>Point 11 (a) of Twenty Point Programme</i>		
1993-94	2.03.000	2.26.638
1994-95	2.53.000	2.52.482
1995-96	2.28.000	1.98.465
<i>Point 11 (b) of Twenty Point Programme</i>		
1993-94	2.15.000	2.58.273
1994-95	2.45.000	2.79.024
1995-96	2.80.000	2.87.609

[Translation]

Amount Earned for Advertisements

1859 SHRI JAI PRAKASH AGARWAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the amount earned by the Doordarshan/All India Radio, Delhi through advertisements, separately during each of the last three years, till date.

(b) the amount spent on maintenance/renovation of these stations during the aforesaid period:

(c) whether the construction works carried out in the said stations during the above period have been completed; and

(d) if not, the time by which it is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C M IBRAHIM) (a) Revenue earned by Delhi Doordarshan

(Delhi LPT) and AIR, Delhi during last three years through advertisements is as under :

	All India Radio (Rs. in lakhs)	Doordarshan (Rs. in lakhs)
1993-94	462.57	3995.02
1994-95	384.57	4138.07
1995-96	430.08	2729.67

(b) Whereas Rs. 599.10 lakhs were spent on maintenance/renovation of AIR, Delhi, DDK, Delhi incurred an expenditure of Rs. 249.94 lakhs on the same account during 1993-96.

(c) and (d). Statement is enclosed.

STATEMENT

Project	Expected date of Completion
<i>All India Radio</i>	
2x250 KW SW Transmitter Khampur	December, 1996
STI (T), Additional Hostel, Delhi	December, 1996
New Broadcasting House, Delhi	1999-2000
<i>Doordarshan</i>	
Doordarshan Bhawan Mandi House Phase II.	1998-99

[English]

Tapping on Cellular Phones

1860 SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of COMMUNICATIONS be pleased to state

(a) whether cellular phones are more susceptible to telephone tapping and incidents of tapping have been reported at a higher rate on such phones, and

(b) if so, the steps taken/being taken to overcome this problem?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) (a) No, Sir. Incidents of tapping of Cellular phones have not been reported.

(b) In view of (a) above no steps has been contemplated.

Wireless Local Loop Project

1861. SHRI SANAT KUMAR MANDAL : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the attention of the Government has been invited to the news-item appearing in 'The Financial Express' dated June 30, 1996 captioned "Dot's Rs. 350 crore wireless local loop project European lobby's tactics outbid hi-tech";

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

(c) the consideration weighed in this virtual sell-off to the European multinationals and the nature of new sophisticated technology likely to be provided to the customer?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Sir, there is no Rs. 350 crore wireless local loop project as referred in the news item.

(b) Not applicable.

(c) Specifications framed by the department are generic in nature and do favour any particular technology. Thus, the question of "virtual sell-off" to any particular vendor does not arise.

[Translation]

Pension Scheme

1862. SHRI SUSHIL CHANDRA : Will the Minister of LABOUR be pleased to state :

(a) the number of names of recognised labour unions in the country;

(b) the number of unions which have accepted the pension scheme introduced by the Union Government; and

(c) the percentage of workers in the country who have adopted this pension scheme?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) 10 Central Trade Union Organisations have been consulted by the Ministry of Labour on various labour issues, including the pension scheme. Names of these organisations are: Indian National Trade Union Congress, Bhartiya Mazdoor Sangh, Hind Mazdoor Sabha, United Trade Union Centre (LS), National Labour Organisation, All India Trade Union Congress, Centre of Indian Trade Unions, United Trade Union Congress, Trade Union Coordination Centre and National Front of Indian Trade Unions.

(b) and (c) Except the Centre of Indian Trade Unions and the United Trade Union Centre (LS), all the Central Trade Unions have generally supported the Employees' Pension Scheme. The Scheme is under implementation w.e.f. 16.11.95. As on 12.7.96, pension under the new Scheme has been distributed among 70,589 beneficiaries.

[English]

Air Hostess Medical Check up

1863. SHRI MOHAN RAWALE : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether female air hostesses have to go for medical check up after attaining the age of 35 years;

(b) if so, whether there is no such condition in respect of male Pursers and Supervisors;

(c) if so, the reasons for such discrimination; and

(d) the steps proposed to be taken by the Government in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c) and (d). In Indian Airlines airhostesses and male cabin crew are required to undergo annual medical check up after attaining the age of 35 years.

In Air India only airhostesses have to appear for medical examination from the age of 37 years as they are entitled to avail of the benefit to retire at the age of 35 years. Male cabin crew are not required to undergo such test since they retire at the age of 58 years.

[Translation]

Development of Domestic Tourism

1864. PROF PREM SINGH CHANDUMAJRA : Will the Minister of TOURISM be pleased to state :

(a) whether it is a fact that due to apathy of the Government towards the places of tourist and historical importance having inspirational value in the country, the development of domestic tourism has been adversely affected;

(b) if so, the reaction of the Government thereto;

(c) whether the Government have formulated any time bound scheme for the development of domestic tourism;

(d) if so, the details thereof;

(e) whether the Government propose to involve the private sector in the development of domestic tourism; and

(f) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (d). Domestic Tourism is the mainstay of Indian Tourism. The Department of Tourism, Government of India, provides central financial assistance for construction of Tourist Complexes, Wayside Amenities, Tourist Bungalows, Yatri Niwas/Yatrikas, Tourist Reception Centres, Tented Accommodation and Pilgrim Centres to

State/Union Territory Governments for the development of Domestic Tourism.

(e) and (f). The private sector is already involved in the development of tourism infrastructure for domestic tourism.

[English]

Allocation of Wheat and Rice

1865. SHRI PRAMOD MAHAJAN : Will the Minister of FOOD be pleased to state :

(a) whether the attention of the Government has been drawn to the newsitem appearing in 'Indian Express' dated 18 March, 1996 that States like Bengal, Maharashtra, etc. were starving of their allotted quota of wheat and rice resulting in hardhitting suffering to the poorer sections of the population who draw their sustenance from Public Distribution System while nation's granaries in Punjab and Haryana were overflowing;

(b) the facts thereof, and the names of all the officers of Food Corporation of India responsible for such an acute shortage of essential supplies in various parts of the country; and

(c) the action taken by the Government against these officials?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (c). The newsitem appeared in the Indian Express dated 18.3.1996 was seen by the Government. As the stocks of foodgrains in the Central Pool continued to be comfortable, there had been no difficulty in supplying wheat and rice to the States/UTs including West Bengal, Maharashtra etc. for PDS during 95-96. The average monthly offtake of rice and wheat for PDS/RPDS in West Bengal and Maharashtra in year 1995-96 was as under :

(In lakh tonnes)

State	Rice	Wheat	Total
West Bengal	0.37	0.70	1.07
Maharashtra	0.30	0.51	0.81
All India	7.88	4.41	12.29

As against the lifting of rice and wheat indicated above, the stocks held by FCI on different dates were as under :

(In lakh tonnes)

Date	West Bengal		Maharashtra		All India (Central Pool)	
	Rice	Wheat	Rice	Wheat	Rice	Wheat
1.4.95	3.61	0.96	8.04	5.82	180.0	87.2
1.10.95	3.81	1.16	6.51	4.57	130.0	169.5
1.1.96	3.45	0.52	5.46	3.23	154.0	131.5
1.2.96	3.76	0.63	5.35	3.01	160.8	114.9
1.3.96	3.73	0.74	5.48	2.83	161.8	99.4
1.4.96	3.41	0.72	5.32	2.85	141.4	86.0
1.5.96	3.14	0.87	5.38	2.76	137.4	122.4
1.6.96	2.95	1.13	5.02	2.66	135.4	152.3

(All Figures Provisional)

The stocks of rice and wheat in the country stood higher than the requirements for PDS. The same position generally prevailed in Maharashtra and West Bengal. However in January, 96 and February, 1996 the stock of wheat in West Bengal on the first day of the month was a little lower than the average monthly offtake in the state. There were some movement constraints affecting the stock position during a few months after September, 1995 in the Mumbai City and Calcutta Metropolitan Areas. This was mainly due to lesser availability of railway rakes due to heavy passenger traffic in Mumbai Areas and difficulty on the part of Calcutta Port Trust to accept rakes from the Eastern

Railways for placement at Jinjra Pool (JJP) godown of FCI in Calcutta Port Trust Area. The situation has improved since then.

In the aforesaid context, there seems to be no scope for fixing responsibility on any FCI officers.

Tourism Offices Abroad

1866. SHRI SARAT PATTANAYAK : Will the Minister of TOURISM be pleased to state :

(a) the number of offices abroad operating for the promotion of tourism:

(b) whether any review has been made by the Government regarding the performance of these offices; and

(c) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA):

(a) There are 18 Govt. of India Tourist offices operating abroad for promotion of Tourism in India.

(b) and (c). The performance of the Tourist offices abroad is being appraised from time to time with a view to ensuring that they work efficiently and effectively. The review of the performance of the offices is a continuing process.

Benefits to Poor People

1867. DR. ARUN KUMAR SARMA :

SHRI SHATRUGHAN PRASAD SINGH :

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

(a) whether the Government have formulated any scheme to strengthen the public distribution system;

(b) if so, the details of the items likely to be sold under this system to the poor people in rural areas at half the market price;

(c) whether the Government propose to make available more items like tea leaf, soap, pulses, iodised salt and Janta cloth under the public distribution system; and

(d) if not, the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) and (b). The Government proposes to streamline the Public Distribution System (PDS) with its focus on the poor. The details are being worked out in consultation with the State Governments/UT Administrations

(c) and (d). No. Sir. However States/UTs are reported to be distributing items like tea, pulses, iodised salt etc. through Public Distribution System according to local needs and preferences.

Distribution of Essential Commodities

1868. SHRI SOUMYA RANJAN :

SHRI GIRDHARI LAL BHARGAVA :

SHRI BHERU LAL MEENA :

SHRI HARIN PATHAK :

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

(a) the norms fixed for per unit distribution of essential commodities like wheat, rice, sugar and edible

oil in rural and urban areas under the public distribution system:

(b) whether there is any disparity regarding distribution of essential commodities in rural and urban areas:

(c) if so, the details thereof, commodity-wise alongwith the reasons therefor; and

(d) the steps taken by the Government to remove the disparity?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) :

(a) to (d). The norms fixed for per unit distribution of essential commodities like wheat, rice and edible oil for rural and urban areas are decided by the States/UTs themselves as part of their operational responsibility. For Sugar the allocation to States are being made at the rate of 425 gm. per head per month based on the 1991 census figures. The sale of issue of the commodities may vary from State to State and within a State depending on local needs and conditions. In case there is any disparity regarding distribution of essential commodities, it is for the State Government/UT Administrations to remove the same.

Workers in Marble Mines

1869. SHRIMATI VASUNDHARA RAJE : Will the Minister of LABOUR be pleased to state :

(a) the approximate number of workers engaged in the marble mining in Rajasthan;

(b) whether the Government propose to bring some legislation for providing higher amount of wages and creating better working conditions for them; and

(c) if so, the steps taken in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) There are about 14,109 workers employed in Marble Mines in Rajasthan.

(b) No. Sir. The wages and working conditions of the workers employed in Marble Mines are governed by the Minimum Wages Act, 1948 and other relevant labour laws.

(c) Does not arise

New Telephone Exchanges in Kerala

1870. SHRI RAMESH CHENNITHALA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether all the telephone exchanges proposed for 1995-96 in Kerala have started functioning;

(b) if not, the reason therefor; and

(c) the names of district where the exchanges have not yet started functioning?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). Out of 53 Telephone

Exchanges planned for 1995-96 in Kerala. 18 Exchanges could not be commissioned due to non availability of building/equipment.

(c) The names of districts where the Exchanges have not yet started functioning, are Cannanore, Kasaragod, Wynad, Trichur, Ernakulam, Kottayam, Quilon and Trivendrum.

Telecasting of News in Kannada

1871. SHRI S.D.N.R. WADIYAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Bangalore Doordarshan is telecasting news in Kannada during morning;

(b) if not, the reasons therefor; and

(c) the steps taken by the Government to telecast the news in Kannada in morning?

THE MINISTER OF CIVIL AVIATION AND THE MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) No, Sir.

(b) and (c). It has not been found possible to telecast a kannada news bulletin in the morning from Doordarshan Kendra, Bangalore due to constraints of resources such as manpower, hardware and other infrastructural facilities.

Tourism in Madhya Pradesh

1872. SHRI VISHVESHWAR BHAGAT : Will the Minister of TOURISM be pleased to state :

(a) the details of the proposals approved and being implemented to encourage tourism in Madhya Pradesh during the year 1995-96; and

(b) the amount sanctioned for each of the projects?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b) Promotion of tourism is primarily the responsibility of the State/Union Territory Governments. However, the Department of Tourism, Government of India extends financial assistance to the State/Union Territory Governments on the basis of specific project proposals received, based on their merits, interse priority and availability of funds. No proposal was received from the Government of Madhya Pradesh during 1995-96.

Dead Body in Indian Airlines Aircraft

1873. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether his attention has been invited to the news item captioned, "Body left to stink in IA aircraft" appearing in The Hindustan Times, New Delhi, Dates July 5, 1996.

(b) if so, the facts in this regard;

(c) the action taken against the Indian Airlines officials involved in the incident; and

(d) the measures taken to prevent the recurrence of such incidents?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) and (c). A coffin on flight from Ahmedabad which landed at Delhi on the night of 29.6.96 was off-loaded next morning. One Senior Traffic Superintendent, two Traffic Assistants and three Loaders have been placed under suspension. Indian Airlines have also initiated disciplinary action against the concerned staff.

(d) Detailed guidelines have been issued by Indian Airlines to all concerned to prevent recurrence of such incidents in future.

[Translation]

Pending projects in Delhi

1874. SHRI JAI PRAKASH AGARWAL : Will the Minister of WELFARE be pleased to state :

(a) whether some welfare projects of National Capital Territory of Delhi are pending with the Government for approval at present;

(b) if so, the project-wise details thereof as on date and the date from which these projects are pending with/under consideration of the Government;

(c) the reasons for delay in this regard;

(d) the estimated cost thereof; and

(e) the time by which these projects are likely to be approved?

THE MINISTER OF WELFARE BALWANT SINGH (SHRI B.S. RAMOOWALIA) : (a) Yes, sir.

(b) and (d). Reply to (a) and (d) is given in the enclosed *statement*.

(c) The delay in desposal of these projects is due to inter-ministerial consultations, consultation with the Planning Commission and with the Internal finance of the Ministry of Welfare.

(e) No time frame can be given at this stage.

STATEMENT

The details of the welfare projects of the Government of the National Capital Territory of Delhi pending for approval of the Ministry of Welfare, Government of India, are as follows:-

1. (a) Merit Scholarship to college students belonging to SCs/STs. Cost Rs. 200 Lakhs	- Under consideration since December, '94.
(b) Pro-Examination Coaching Centre at Dilshad Garden. Cost Rs. 10 lakhs	- Under consideration since November, 1995

- (c) Providing State Guarantee for loans to be advanced by National Scheduled Castes and Scheduled Tribes Financial Development Corporation and National Backward Classes Financial Development Corporation to Delhi State Scheduled Castes Financial Development Corporation for Economic development of SCs/STs. Under consideration since December, 1995
2. The under mentioned schemes received in the Ministry of Welfare have been referred for inter-ministerial consultation to the Ministry of Human Resource Development.
- (a) Merit-cum-means Scholarship to college students of economically depressed section Cost Rs.200 lakhs - Under consideration since December, 1994
- (b) Special incentive for school going children of denotified tribes Cost Rs 1 00 lakh - Under consideration since December, 1994
3. As regards revision of criteria in respect of financial assistance to SCs for self employment in Small and Cottage Industries. The matter has been referred to the Planning commission for their approval and inclusion of the schemes in Annual Plan 1996-97.

[English]

Telephone Exchanges in Kerala

1875 SHRI MULLAPPALLY RAMACHANDRAN
SHRI KODIKUNNIL SURESH
SHRI G.M BANATWALLA

Will the Minister of COMMUNICATIONS be pleased to state

(a) the number of telephone exchanges in Kerala as on June 30, 1996 district-wise.

(b) the number of telephone connections provided during the last two years and proposed to be provided during 1996-97, district-wise.

(c) the number of subscribers and the number of applications pending for telephone connections in the State as on June 30, 1996, district-wise.

(d) the schemes formulated or proposed to be formulated for expansion of telephone exchanges and setting up of new telephone exchanges/electronic exchanges in Kerala during 1996-97 and 1997-98, and

(e) the details thereof, location-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The number of telephone exchanges in Kerala as on 30th June, 1996, District-wise, are as per attached Statement-I.

(b) The number of telephone connections provided during 1994-95, 1995-96 and proposed to be provided during 1996-97, district-wise are as per attached statement-II

(c) The number of subscribers and the number of applications pending for telephone connections in Kerala as on 30th June, 1996, district-wise are as per attached statement-III.

(d) and (e) Schemes formulated or proposed to be formulated for expansion of telephone exchanges and setting up of new telephone exchange/electronic Exchanges in Kerala during 1996-97, district-wise are as per attached statement IV. Schemes for 1997-98 have not been finalised.

STATEMENT-I

The Number of Telephone Exchanges in Kerala State as on 30.6.96 is furnished below district-wise

S No	Name of the District	No. of Telephone Exchanges
1	Trivandrum	49
2	Pathanamthitta	40
3	Kottayam	60
4	Idukki	64
5	Palghat	71
6	Kozhikode	56
7	Kannur	67
8	Quilon	58
9	Alleppey	38
10	Ernakulam	86
11	Trichur	55
12	Malappuram	50
13	Wynad	20
14	Kasaragod	41
Total of Kerala State		755

STATEMENT-II

The number of telephone connections provided during 1994-95 and 1995-96 and the number of telephone connections proposed to be provided during 1996-97 are as follows -

S No	Name of the District	No of connection provided during 1994-95	No of connection provided during 1995-96	No of connection proposed to be provided in 1996-97
1	2	3	4	5
1	Trivandrum	10442	15507	21000
2	Pathanamthitta	4068	6610	17000

1	2	3	4	5
3.	Kottayam	7575	14646	22000
4.	Idukki	1998	3972	7000
5.	Palghat	3421	9322	13000
6.	Kozhikode	6958	13808	14000
7.	Kannur	5089	11178	14000
8.	Quilon	5308	15356	17000
9.	Alleppey	4252	8691	17000
10.	Ernakulam	21166	20897	30000
11.	Trichur	10564	20093	23000
12.	Malappuram	4654	8148	18000
13.	wynad	593	2248	3500
14.	Kasaragaod	2884	2655	8500

STATEMENT-III

The number of Subscribers and the number of Applicants in the waiting list as on 30.6.1996 in Kerala district-wise is as follows

S. No.	Name of the districts	Number of subscribers (working connection)	Number of the applicants in the waiting list.
1.	Trivandrum	82817	45958
2.	Pathanamthitta	31177	30615
3.	Kottayam	62575	45501
4.	Idukki	18437	17226
5.	Palghat	37777	26745
6.	Kozhikode	59534	47643
7.	Kannur	47399	42826
8.	Quilon	53301	35456
9.	Alleppey	36970	33571
10.	Ernakulam	134116	53934
11.	Trichur	71594	47790
12.	Malappuram	32237	46891
13.	Wynad	8291	7092
14.	Kasaragod	22247	22271

STATEMENT-IV

Schemes formulated or proposed to be formulated for expansion of Telephone Exchanges and setting up of New Telephone Exchanges Electronic Exchanges in Kerala during 1996-97, district-wise:

S. No.	Name of the District	Gross capacity proposed	Net capacity proposed
1	2	3	4
1.	Trivandrum	26432	13888
2.	Pathanamthitta	39308	23236

1	2	3	4
3.	Kottayam	46460	27440
4.	Idukki	11928	8784
5.	Palghat	20940	12412
6.	Kozhikode	25168	18134
7.	Kannur	45456	29372
8.	Quilon	24508	14212
9.	Alleppey	26748	17766
10.	Ernakulam	74120	37880
11.	Trichur	58264	34492
12.	Malappuram	39580	21104
13.	Wynad	9176	5668
14.	Kasaragod	13248	11332

Functioning of Sugar Mills

1876. SHRI SOUMYA RANJAN : Will the Minister of FOOD be pleased to state :

(a) whether the sugar mills set up in recent past have started functioning;

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

(c) if not, the reasons therefor; and

(d) the time by which these mills are likely to start functioning?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) to (d). Twelve New Sugar Mills have gone into production in the recent past i.e. during the current 1995-96 sugar season (October or September) upto 7th July, 1996. Of these, 6 are in Uttar Pradesh, 2 in Maharashtra, 1 each in Haryana, Gujarat, Andhra Pradesh and Tamil Nadu.

Normally, it takes about 3 to 4 years to set up a New Sugar Mills.

Illegal Indian labourers in Gulf Countries

1877. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of LABOUR be pleased to state :

(a) the total number of labourers sent abroad by the construction companies during the last three years alongwith the names of the countries and the period for which they were sent abroad,

(b) whether reports have been received that some Indian labourers are residing illegally particularly in Gulf countries; and

(c) if so, the details in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) According to information available with the Overseas Construction Council of India, 2757 labourers were sent abroad by the Construction companies during the year 1993, 1994 and 1995. The bulk of workers go for employment to countries in the Gulf region, namely Bahrain, Saudi Arabia, United Arab Emirates, Oman, Qatar and Kuwait etc. Period of employment is given in the employment agreement which is generally two to three years.

(b) and (c). Reports are received from time to time regarding Indian labourers being apprehended for receding abroad illegally. However, in the totality of Indian workers abroad, such illegal residents are in miniscule percentage. Whenever such labourers are found to be working without permit, they are detained in foreign jail and deported. Indian Missions abroad render all necessary assistance to facilitate their repatriation to India.

Air Accidents

1878. SHRI K. PRADHANI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the cases of accidents of aircrafts of Air India and Indian Airlines during the course of maintenance in hangers noticed by the Government during the last three years;

(b) the number of employees injured/casualties suffered in such accidents;

(c) the details of the loss to property/equipments in rupees;

(d) whether enquiries were conducted in each case;

(e) if so, the outcome thereof; and

(f) the preventive measures taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (f). A statement is attached.

STATEMENT

Airlines	No. of accidents (ground incidents) during the last three year	No. of employees injured	Loss of property/ equipment (Rs.)	Whether inquiry conducted	Details of inquiry and action taken
1	2	3	4	5	6
Indian Airlines	3	1	1.00 lakhs (approx.)	Yes	(i) On 15th Feburary, 1994 a boeing 737 Aircraft slipped during jacking, resulting in damage to the fibre glass, the cause was attributed to negligence on the part of the Aircraft Maintenance Engineer, while jacking up the Aircraft. His licence was suspended by the DGCA for one month. (ii) On 15th March, 1994 the fuelage of an Airbus A 300 was hit by a forklift during the process of removal of passenger seats from the cabin resulting in minor dent. None was injured. The foreman involved was cautioned. (iii) On 4th December, 1995 while cleaning the under seat of the wing of an Airbus A 300 aircraft, one helper due to oversight, fell down from the trestler and fractured his hand.
Air India	3	1	0.95 lakhs (approx.)	Yes	(i) On 2nd July, 1994 while the Auxiliary Power Unit (APU) was being installed on Airbus A 300 aircraft the cable swaging gave away due to the failure of the sling cable and the APU fell down. (ii) On 10th January, 1995 while a Boëing 747 aircraft was being used for training Commandos, one of the doors was opened in 'auto mode' by a

1 2 3 4 5 6

commando resulting in inadvertent deployment of the aircraft slide. None was injured. Air India has decided to post an engineer inside the cabin during such trainings to avoid similar incidents.

- (iii) On 28th March, 1996 a Boeing 747 aircraft sustained minor damage to the left hand wing tip fibre glass panel when a trestler hit the panel. Air India issued a circular advising the personnel concerned to ensure the serviceability of ground equipment before using them

[Translation]

Doordarshan Network

1879. SHRI RAMASHRAY PRASAD SINGH :
SHRIMATI SHEELA GAUTAM :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the area of Bihar and Uttar Pradesh which have not been covered under Doordarshan network so far;

(b) whether representations have been received from these states to extend the area of telecast; and

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

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c) Whereas satellite derived service of Doordarshan is available throughout the country including the entire States of Bihar and Uttar Pradesh, by using an appropriate dish antenna system, terrestrial transmission is also available, wholly or partially, to all districts of the two States covering an estimated 93.3% area in Bihar and 79.1% in Uttar Pradesh. Representations have been received from time to time from various quarters for extension of TV service to hitherto covered/partly covered areas of these states. With a view to further augment TV service in these states, 16 and 45 transmitter projects of varying power are presently under implementation/envisaged to be set up in Bihar and Uttar Pradesh respectively depending on availability of resources and other infrastructural facilities.

Doordarshan Kendra, Bareilly

1880. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the facilities of a studio have been started in Doordarshan Kendra at Bareilly, Uttar Pradesh

(b) if so, the details thereof; and

(c) if not, the time by which these are likely to be started.

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. A Programme Generation Facility (PGF) has already been commissioned at Bareilly in Uttar Pradesh with effect from 30.6.1995.

(c) Does not arise.

Telecast of Adult Films

1881. SHRI KACHARU BHAU RAUT :
SHRI DATTA MEGHE :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether broadcast and telecast of adult films and programmes have been banned in the country as reported in the 'Nov Bharat Times' dated July, 4, 1996;

(b) if so, the facts and details thereof;

(c) whether any directions have been issued in this regard to the operators of all the channels;

(d) if so, the details thereof; and

(e) the steps taken to ensure strict compliance of the above directions by all concerned?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) The Chief Metropolitan Magistrate of Delhi in a judgement delivered on 3rd July, 1996 in the case of Shri Vinodanand Jha Vs. State had inter-alia given directions to Doordarshan to discontinue telecast of adult movies. However Doordarshan had already discontinued telecast of adult movies.

(c) and (d). The court has also issued directions to Private TV channels not to exhibit any films and serials meant for entertainment or advertisement unless clearance is obtained from Censor Board for family viewing.

(e) Doordarshan telecasts only those films and programmes which are suitable for family viewing. In order to ensure this, the films certified by the Censor Board of Film Certification for universal screening only are telecast on Doordarshan. Further, all the programmes only are telecast on Doordarshan are previewed before telecast by in-house committees of Doordarshan to ensure that they conform to the Broadcasting and Commercial Advertising Code of Doordarshan.

[English]

Blue Coloured Uniform to SC's Childrens

1882. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of WELFARE be pleased to state :

(a) whether the Union Government are aware of the recent decision of the State Government of Maharashtra to give blue coloured uniform to the children belonging to scheduled castes as against standard white and Khaki uniform given to upper caste children.

(b) if so, whether crores of rupees worth of uniform were procured and were being distributed when the public outcry forced the authorities to spend the move:

(c) if so, the details thereof;

(d) whether the Union Government have enquired as to and at what level was the decision taken;

(e) if so, the outcome thereof; and

(f) the action taken by the Union Government in this regard?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) to (f). The Government of Maharashtra has been since 1979 implementing the scheme of free supply of uniforms to the students belonging to SC/ST category from 1st to 4th standard in Zila Parishad Primary Schools. The State Government has not prescribed any particular colour or type of uniform for the students in primary schools of the Zila Parishad. However, by and large the boys wear Khaki pant and white shirt and girls wear blue skirt and white blouse as school dresses. The colour of Uniform supplied to SC/ST students free of cost was also alike.

The State Government decided to prescribe blue pant/sky blue shirt for the boys and blue skirt/sky blue blouse for girls w.e.f. 1995-96 on the Ground that white coloured dresses are difficult to maintain in rural area. The decision was taken in a meeting chaired by Minister of Rural Development and attended by Secretary Education Deptt., Secretary Rural Development and representatives of industries Deptt.

Although there was no intention of differentiating students between backward and non-backward classes, however in view of the misunderstanding among some sections of society the decision was withdrawn by the State Government from 6.6.1996.

This State Government has now decided to distribute khaki pant/white shirt and blue skirt/white blouse to the

SC/ST students in Zila Parishad school under the scheme, in future.

[Translation]

Removal of G.M. Telephones, Lucknow

1883. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the complaints on the basis of which the General Manager, Telephones, Lucknow was removed;

(b) if so, the details thereof; and

(c) the steps taken/being taken to improve the telephone system in Lucknow?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b) posting/transfer orders of Telecom. officers are issued from time to time in order to achieve optimum efficiency in the Telecom. services. Recently on such order was issued in respect of General Manager, Lucknow on 27.06.96.

(c) The following measures to improve Telephone services in Lucknow are being taken:

- (1) Induction of new technologies in the network.
- (2) Replacement of old and life-expired exchanges.
- (3) Upgradation of outdoor plant.
- (4) Computerisation of services. (Fault Control Services)
- (5) Monitoring of the performance of exchanges at higher level.
- (6) Refresher training for the staff for improving the skill.
- (7) Induction of digital microwave and optical fibre systems in the local network.

Development of Hot water springs

1884. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of TOURISM be pleased to state

(a) whether the Government propose to develop Bhim Bandh-Hot Water Spring and Rishi Kund Hot Water Spring in Monghyr district of Bihar as tourists spots; and

(b) if so, the time by which these are likely to be developed?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b) Development of Tourist Spots is primarily the responsibility of the State Government. The Department of Tourism provides funds for specific proposals received from State/Union Territories Government as per the guideline and based on merits, intense priority and availability of funds. The department

of Tourism, sanctioned Rs.16.88 lakhs during 1991-92 for the construction of a tourist complex at Monghyr.

T.V. Transmitter Projects in Bihar

1885. SHRI PITAMBAR PASWAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of projects for setting up of T.V. Transmitters completed so far and the number of pending projects in Bihar, locationwise;

(b) the time by which the pending projects are likely to be commissioned; and

(c) the details of the new T.V. Transmitters proposed to be set up in the State, location-wise?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Whereas 42 TV transmitters of varying power are presently operational in Bihar, with a view to further augment TV service in the State, 7 additional Low Power TV transmitters, one each at Noamundy, Kodarma, Phoolparas, Saraikela, Lakhisarai, Mushabani and Sikandara, and 2 VLPTs at Garhwa and Simdega are presently under implementation. Of these, the LPTs at Noamundy and Phoolparas are technically ready and would be commissioned as soon as staff sanctions for the same are received and the remaining projects are expected to be made ready in about two years time. Besides, the existing LPTs at Motihari, Jamshedpur and Deogarh are envisaged to be upgraded to High Power transmitters and, also, additional LPTs are envisaged to be set up at Qasba, Rosera, Boudh, Gaya and Jhumri Talaya subject to availability of resources and other infrastructural facilities.

12.00 hrs.

PAPERS LAID ON THE TABLE

Annual Report of the Commission of Railway Safety for 1994-95 and Review on the working and Annual Report of Indian Airlines Limited, New Delhi for 1994 etc.

[English]

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : Sir, I beg to lay on the Table-

- (1) A copy of the Annual Report (Hindi and English versions) of the Commission of Railway Safety for the 1994-95, under section 10 of the Railways Act, 1989.

[Placed in Library, See No. LT-162/92]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1996:—

- (i) Statement regarding Review by the Government of the working of the Indian Airlines Limited, New Delhi, for the period from the 1st March, 1994 to 31st March, 1994.
- (ii) Annual Report of the Indian Airlines Limited, New Delhi for the period from the 1st March, 1994 to the 31st March 1994, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT-163/96]

Detailed Demands for Grants of the Ministry of Food for 1996-97

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : Sir, I beg to lay on the Table -

A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Food for the year 1996-97.

[Placed in Library, See No. LT-164/96]

Detailed Demands for Grants of the Ministry of Steel for 1996-97 etc.

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : Sir, I beg to lay on the Table-

- (1) A copy of Detailed Demands for Grants (Hindi and English versions) of the Ministry of Steel for the year 1996-97.

[Placed in Library, See No. LT-165/96]

- (2) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India—Union Government (No.21 of 1995) (Commercial)—Steel Authority of India Limited (Rourkela Steel Plant), under article 151(1) of the Constitution.

[Placed in Library, See No. LT-166/96]

12.01 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the

following messages received from the Secretary-General of Rajya Sabha :

- (i) "In accordance with the provisions of rule 127 of the Rule of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha at its sitting held on the 16th July 1996."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Supreme Court and High Court Judges (Conditions of Service) Amendment Bill, 1996 which was passed by the Lok Sabha at its sitting held on the 19th July, 1996 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.03 hrs.

BUSINESS ADVISORY COMMITTEE

Third Report - Presented.

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA).
Sir, I beg to present the Third Report of the Business Advisory Committee

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker, Sir, just now you granted leave to the Ministers to lay papers on the Table. I also want to lay a paper on the Table. On 2nd June last year, an incident took place in the Guest House in Lucknow. The incident was inquired by the Chairman of the Revenue Board, Shri Ramesh Chandra. He has submitted the report. We have been discussing this incident here in this House during the last two years. Many hon. members demanded laying of the report on the Table. The hon. Deputy-Speaker had directed that the report be laid on the Table, but the same has not been laid. I have succeeded in getting a copy of that report and I want to lay the same on the Table

[English]

I have authenticated the Report. There should be no doubt about the authenticity of the Report

MR. SPEAKER : If a document is to be placed on the Table of the House by any Member, actually, an

advance copy has to be given to the Speaker under Rule 118.

(Interruptions)

[Translation]

PROF. PREM SINGH CHANDUMAJRA (Patiala) : Sir, this is the question of humanity. Thousands of dead bodies have been cremated. This is the report given by the CBI.

[English]

MR. SPEAKER : Look here This matter has already been raised on the 23rd on the floor of the House. As it is pending in the court, the matter is *sub judice*.

(Interruptions)

MR. SPEAKER : The matter is before the court. We cannot do it.

(Interruptions)

MR. SPEAKER : The matter is *sub judice*

(Interruptions)

SARDAR SURJIT SINGH BARNALA (Sangrur) : This is a very important matter. About a thousand dead bodies have been cremated saying that they are unidentified. This is the report given by the CBI. And the hon. Home Minister is silent on this. They have not done anything on that. What are they doing actually? That is why the hon. Members are so agitated. There is a *dharna* going on in Punjab. There is a turmoil on this. The report is from the CBI. Kindly see it. The Judge of the Supreme Court have expressed their horror and shock at the finding. The Judges in a brief order directed the CBI to continue the inquiry. The Judges observed that the incident was worse than a genocide.

This is the observation of the judges of the Supreme Court. That is why the matter is so urgent and serious but the Home Ministry is totally silent on this ... (Interruptions)

[Translation]

SHRI VIJAY GOEL (Delhi Sadar) : Murders have been committed in Delhi. It is a very serious matter ... (Interruptions)

[English]

MR. SPEAKER : Mr. Barnala, I will have a look at it.

(Interruptions)

MR. SPEAKER : Let me reply.

(Interruptions)

MR. SPEAKER : No, no

(Interruptions)

MR. SPEAKER : I was given to understand that the matter is in the court and is *sub judice*. I will have a

look at it once again and if it is necessary the Government has to come with some reply. I will have a look at it.

(Interruptions)

[Translation]

SHRI BALWANT SINGH KHALSA (Ropar) : Sir, there is the case of Jaswant Singh Khalasa.

[English]

He is the son of a person who had died in "Kama Gata Maru" for the freedom of this country...*(Interruptions)*

[Translation]

SHRI MAJOR SINGH UBOKE (Tarantaran) : Punjab people want justice from you...*(Interruptions)*

[English]

MR. SPEAKER : Mr. Barnala, I myself will have a look at it again.

(Interruptions)

MR. SPEAKER : There will be no Zero Hour today. The Business Advisory Committee has decided that there will be no Zero Hour. I am very sorry that I cannot allow you.

Mr. Jena, have you presented your Report?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : I have already laid the Third Report of the BAC, Sir.

12.06 hrs.

At this stage Shri Basant Singh Khalsa and some other members set on the floor near the Table.

(Interruptions)

12.06½ hrs.

ELECTION TO COMMITTEE

Court of Aligarh Muslim University

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : I beg to move:

"That in pursuance of sub-clauses (xxiv) of clause (1) of Statue 14 of the Statutes of Aligarh Muslim University, the members of this House do proceed to elect, in such manner as the Speaker may direct, six members from among themselves to serve as members of the Court of Aligarh Muslim

University, subject to other provisions of the Statutes. The members so elected shall not be the employees of the University."

MR. SPEAKER : The question is :

"That in pursuance of sub-clauses (xxiv) of clause (1) of Statute 14 of the Statutes of Aligarh Muslim University, the members of this House do proceed to elect, in such manner as the Speaker may direct, six members from among themselves to serve as members of the Court of Aligarh Muslim University, subject to other provisions of the Statutes. The members so elected shall not be the employees of the University."

The motion was adopted.

[English]

MR. SPEAKER : Now we take up Matters under Rule 377. Shrimati Sumitra Mahajan may read out.

(Interruptions)

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore) : Before I read out 377, I would like to say some thing very important...*(Interruptions)* There has been no Zero Hour today...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ (South Delhi) : The hon. Home Minister should take note of it...*(Interruptions)*

[English]

MR. SPEAKER : Our decision is not to have Zero Hour because we have to complete the business of the House. No, I am sorry, Madam, I have been very considerate to you but not today.

(Interruptions)

MR. SPEAKER : Mr. Barnalaji, when I have said that I will have a look at it again, what else can I do?

(Interruptions)

SARDAR SURJIT SINGH BARNALA : Sir, I had brought it to the notice of the Home Minister three days back in the House. I made a mention of it in the House and it was brought to the notice of the Home Minister three days ago.

MR. SPEAKER : I will talk to the Home Minister. I will have a word with the Home Minister. Is it all right?

(Interruptions)

12.10 hrs.

At this stage Shri Basant Singh Khalsa and some other Hon'ble Members went back to their seats.

(Interruptions)

[Translation]

SHRIMATI SUSHMA SWARAJ : Two murders have been committed day before yesterday, this is happening daily in my constituency South Delhi. Sometimes two and sometimes five murders are being committed ... (Interruptions) The law and order has gone to winds in Delhi... (Interruptions) It is breaking

(Interruptions)

[English]

MR. SPEAKER : Shri Banatwalla, please sit down.

I know about it. But I cannot help you. This is not my decision.

(Interruptions)

MR. SPEAKER : This is not my decision, since we are pressed with time - the Vote on Account would have to be passed by the 30th of this month; and Railway Budget has to be passed by the 30th of this month and has to go to Rajya Sabha and the Ordinance also would have to be replaced - it was the Business Advisory Committee which decided that there would be no Zero Hour. We have to complete the business of the House on a time bound schedule. If I allow one Member then I have to allow every body. I will not allow anybody.

Yes, Mrs. Mahajan.

(Interruptions)

MR. SPEAKER : Nothing will go on record except what Mrs. Mahajan is reading out

(Interruptions)*

[Translation]

MR. SPEAKER : Shrimati Mahajan, you read out.

[English]

There is no Zero Hour.

(Interruptions)

MR. SPEAKER : Shri Lodha, it is not fair. I am observing you. Please do not instigate Members

[Translation]

JUSTICE GUMAN MAL LODHA (Pali) : I have asked him to sit down. I am saying that Shrimati Mahajan is speaking and he should sit down.

[English]

I have said the other way I am helping you

SHRI SOMNATH CHATTERJEE (Bolpur) : Sir, members from the Judiciary are instigating the members here!

MR. SPEAKER : Thank you very much

Yes, Mrs. Mahajan.

(Interruptions)

MR. SPEAKER : I have already said, except what Mrs. Mahajan is saying, nothing will go on record.

(Interruptions)*

12.15 hrs.

MATTERS UNDER RULE 377

- (i) **Need to name Indore airport after the name of Devi Ahilya Bai Holkar.**

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore) : Mr. Speaker, Sir, Devi Ahilya Bai Holkar is known for her clean administration and for her work for social and religious integration of India. She is revered greatly in and around Indore even today. Her 200th death anniversary falls this year. Last year, the Government had announced constitution of a committee under the Ministry of Human Resource Development to celebrate the whole year as the 200th death anniversary of Devi Ahilyabai Holkar. I would request that Indore Airport should be named after Devi Ahilyabai Holkar in her honour on the occasion of her 200th death anniversary.

- (ii) **Need to provide adequate financial assistance to the Government of Himachal Pradesh for development of uncultivated land in the State.**

SHRI K D SULTANPURI (Shimla) : Mr. Speaker, Sir, a large area of waste land including forest land is available in Himachal Pradesh which can be given on base for plantation. It will improve economic condition of Himachal Pradesh and check soil erosion caused by rivers. The land should be given to farmers on 90 year lease for planting fruit bearing trees. Central Assistance should be made available to the State Government for the development of this waste land. The plantation work should be got done by farmers because the forest department is unable to achieve the targets given to it for want of adequate supervision. The farmers will exercise better supervision and in turn get benefited.

- (iii) **Need to construct an overbridge at Dal Singh Sarai Railway Station of North Eastern Railways.**

PROF AJIT KUMAR MEHTA (Samastipur) : Mr. Speaker, Sir, Dalsingh-Sarai is a busy station of North-eastern Railway where convenience of passengers is not taken care of and there is no shed at platform No 1 which platform No 2 and 3 have very small sheds which are totally inadequate in view of large number of passengers. So, large sheds should be provided over all the platforms. The overbridge for going to platform

No.2 and 3 from platform No.1 has been constructed on northern side while it should have been constructed in the middle. Two-three fatal accident generally occur every year while crossing from southern and in a hurry - there is dense population on the eastern as well as on northern sides of the station and people have to cross the station frequently in connection with their business.

So, the Central Government is requested to construct an overbridge at the middle of the station which should have approach from both east and west ends of the town to provide convenient crossing facility to the people.

(iv) Need for construction of a New Building for the Post Office at Thargram in Midnapur district of West Bengal.

[English]

SHRI RUP CHAND MURMU (Jhargram) : Mr. Speaker, Sir, the Head post Office at Jhargram in the district of Midnapur, West Bengal has been abandoned some time back as it is in a dilapidated condition. In place of it, a house has been hired by the postal authorities and the post office is functioning from there. The said temporary head post office is situated outside the township and people face much inconvenience in going to that place. An accommodation inside the township, or construction of new building for the purpose, or repair of the old building will be of immense help of the people of Jhargram. Old building was on the Government land and the site can be utilised for constructing a new building for housing the Head Post Office

I would, therefore, urge upon the Government to take immediate steps to make arrangements for the construction of a new building/House for the postal works in place of the abandoned one so that the money paid as rent to the land lord at the rate of Rs 7000/- per month can be saved and the amount can be used for the construction of a new building/house on Government land

(v) Need to Issue Directions to State Governments to Allow Members of Parliament to Participate in the Meetings of District Development Council concerning every segment of their constituency.

DR. K P. RAMALINGAM (Tiruchengode) : Mr. Speaker, Sir, through-out India, each parliamentary constituency is spread over two or three Districts. Each District Collectorate convenes District Development Council Meetings every month.

Thiruchengode Parliamentary constituency consists of six Assembly segments. Erode and Modakurichy Assembly segments are in Periyar District, Thiruchengode and Sanagiri are in the newly formed

Rajaji District, and Edappady Assembly constituency is situated in Salem District. It is my great responsibility to speak in all District Development Committee meetings pertaining to my constituency about the Development schemes. Moreover, I am entitled to speak and participate in all District Development Council meetings. But District Collectors are directing me and other Members to participate in one district Development council Only. It is an injustice to the Members.

Moreover, we are implementing projects worth Rs.1 crore for the welfare of agriculturists, rural folk and labourers.

Therefore, I urge the Government of India to give proper directions to all the State Government of India to give proper directions to all the State Governments that the Members of Parliament may be allowed to participate in all the District Development council meeting covering the segments of concerned Member of Parliament's constituency as otherwise the Members of Parliament are unable to discharge their duties to the public at large.

(vi) Need for exploration of oil in Champaran, Madhubani, Hazaribagh districts in Bihar.

[Translation]

SHRI RAMBAHADUR SINGH (MAHARAJGANJ) : Sir, I raise the matter of urgent public importance under Rule 377. There are tremendous potentials of finding large deposits of Kerosene in West Champaran, East Champaran, Madhubani and Hazaribagh districts of Bihar, if explorations are undertaken there. But appropriate steps have not been taken in this direction so far. I would request the Government to take up the exploration work on priority basis

(vii) Need to arrange live telecast of Shri Krishna Janma Mahotsva from Dwarka, Gujarat.

SHRI CHANDRESH PATEL (Jamnagar) : Dwarka, which is situated in Jamnagar district of Gujarat, is a famous centre of pilgrims which is visited by domestic and foreign tourist, which was ruled by Lord Krishna, when he staged his 'Krishna Lila', where his friend Sudama offered him legendary rice.

Dwaraka is one of the four seats of the Jagadguru Shankacharya. Lakhs of pilgrims of different hues, religion, race, including the Prime Ministers and Heads of States, from India and abroad visit this sacred place.

The festival of Krishna Janmashtami is celebrated there with great pomp and show. Thousands of devotees visit this world famous place on this day, but this occasion is not live telecast by the Doordarshan and as a result, the people of other parts of India and the Indians living abroad are deprived of viewing these grand celebrations

I would, therefore, request the Union Government to make appropriate arrangements for live telecast of Krishna Janmashtami Celebrations from Dwarakadhish Temple like the live telecast of Krishna Janam celebrations from Mathura and the Rath Yatra celebrations from Jagannathpuri.

12.22 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL
OF THE BUILDING AND OTHER
CONSTRUCTION WORKERS (REGULATION OF
EMPLOYMENT AND CONDITIONS OF SERVICE)
THIRD ORDINANCE, 1996.

BUILDING AND OTHER CONSTRUCTION
WORKERS (REGULATION OF EMPLOYMENT
AND CONDITIONS OF SERVICE) BILL.

STATUTORY RESOLUTION RE: DISAPPROVAL
OF THE BUILDING AND OTHER
CONSTRUCTION WORKERS' WELFARE CESS
THIRD ORDINANCE, 1996

AND

BUILDING AND OTHER CONSTRUCTION
WORKERS' WELFARE CESS BILL - CONTD.

[English]

MR. SPEAKER : Item Nos. 9 to 12 were postponed on the motion moved by the hon. Minister, Shri M. Arunachalam because the Government has to come out with the amendments as agreed to by the Party leaders. I am given to understand by the letter received from the hon. Minister that the amendments are not yet ready. I will take the sense of the House that these items can further be kept pending.

SEVERAL HON. MEMBERS : Yes.

12.22 hrs.

RAILWAY BUDGET, 1996-97 GENERAL
DISCUSSION

AND

DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS)—CONTD.

[English]

MR. SPEAKER : Now we go to Railway Budget.

Shri N.N. Krishnadas—not present

[Translation]

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad):
Mr. Speaker, Sir, I thank you for giving me an opportunity

to speak on the Railway Budget. I support the Railway Budget for 1996-97 presented by the Railway Minister. This Budget has been prepared keeping in view the aspirations of the poor people of the country.

12.23 hrs.

(Mr. Deputy Speaker in the Chair)

The second class fare has not been hiked. This is one proof. The North-Eastern Region connected by Railway network. This is another commendable step. These areas remained cut off from the capital of the country for want of railway lines and these proposals will work for the integration of the country. There is imperative need for laying double line on Gaya-Patna section. We have been endeavouring to secure this facility and we are successful today. I congratulate the hon'ble Minister for including the proposal in the Budget for doubling the Gaya-Patna Section Track. There have been many railway Ministers from Bihar like Ramasubhag Singh but they did not do it.

I would like to draw the attention of the House towards a very important point. The hike in Railway freights has resulted in general price rise.

This will affect the poor consumer. This hike have been avoided by improving the railway management. I would suggest that the hon'ble Railway Minister should reconsider it.

Sir, the average goods movement speed has been 22-23 kms per hour for the last many years. There has been no improvement inspite of changing the tracks.

Modernisation of Railways and procurement of Fast Speed engines on which thousands of crores of rupees have been spent. The Railway officers have become complacent and they are not making efforts to improve this speed. In case, the average speed is increased by 5 km per hour with better administration and other efforts then I think, we can move greater amount of goods and utilise the wagons in a better manner. This will also obviate the necessity of further hike in freights. I would suggest that a Parliamentary Committee should be constituted to analyse the mismanagement which is plaguing the Railways and to suggest measures to increase the average freight traffic speed. The Committee would submit its recommendation and the Ministry can implement them.

Sir, I would like to give one or two more examples of such mismanagements. New trains are introduced, new railway tracks are laid but the staff required for proper maintenance thereof is not recruited for years which results in additional work load for the workers already working there. The trains run late and cause consideration loss to the Railways as well as the passengers who lose their valuable time. Late running of trains also puts pressure on tracks and signals. As a result the rails get loosened and accidents take place causing loss of life and property. Therefore, I

would request the hon'ble Railway Minister to allocate funds for maintenance head so that tracks are kept in good condition.

Sir, the unemployed youth is not getting employment under Railways. The responsibility for this squarely lies on Railway officers who mismanage the Railway affairs. They should be held accountable. It is seen that some times only the lower officers are punished but the big officers go scotfree.

Sir, in 1979, 50 percent promotion quota was provided for junior and class II Railway officers. But the decision has not been made effective even after a lapse of seven years. Will it not breed discontentment among Railway workers and result in consequent loss to Railways? If such things go on the railway administration cannot be termed as an efficient administration. I would request him to implement this decision so that officers take greater interest in their work.

Sir, I would like to submit that the allocation made in the Budget is not sufficient to meet the requirements of Railways because of price rise. This cannot be considered adequate for implementation of schemes meant for Eastern region and for backward areas. The hon'ble Minister has introduced many new schemes which would require adequate funds. He should provide maximum budgetary provision for these areas so that the railway network is expanded, the unemployment youth is given some job and we get maximum economic benefit. The provision at a level of Rs 2000 crore is totally insufficient it will have adverse impact on the maintenance of Railway assets and invite accidents. So, there is imperative need for higher budgetary provision.

Mr. Deputy Speaker, Sir, I would like to make a submission about Bihar, because I come from Bihar. There was Fatuha-Islampur narrow gauge line in Bihar which was operating since the time of Martin Company by which I used to travel alongwith my family members. Today this rail line is lying inoperative even after nationalisation. Infact, this line should have been converted into broad gauge after its nationalisation. It has deprived thousands of people of rail facilities. The people now have to go to Jahanabad to catch trains.

Sir there are several backward regions in Central Bihar. This train was of immense use to these areas. The people are facing great difficulty in the absence of that railway line. They have to spend Rs. 20-25 by way of fare if they have to go from Akangar Sarai to Patna. I would request that Fatuha-Islampur line should be connected to Bodh Gaya. This will benefit the railways to a great extent because Bodh Gaya is an international tourism place. This would also benefit the people of Central Bihar.

Sir there is a lot of corruption in railways. If the hon'ble Minister wants to be an efficient administrator, he must try to minimise corruption. As one of my hon'ble friends has said, if railways are free from corruption,

they can lay golden rail tracks and the railways will also not suffer the loss they are suffering today. Today, most of the income of the railways is siphoned off, is being wasted.

Sir, we have two sets of Police Force i.e. GRP and RPF. There is no coordination between these two Forces. I would suggest that entire security arrangements should be entrusted to RPF to ensure better results and check corrupt practices at Railway Stations. This should be done even if the relevant regulations have to be changed by this House. Dual responsibility does not ensure proper security. He can himself see the Conditions prevailing at various Railway Stations.

I would like to say one thing more. Jahanabad is a backward area and we have a junction Station there. During the 10th Lok Sabha, the then Railway Minister Shri Kalmadji had in the meeting of Advisory Committee invited proposals from us for the beautification of Railway Stations or for providing retiring rooms in our respective areas costing upto Rs. 20 lakh and I had submitted the proposal which he sanctioned the same day. I would like that that proposal should be implemented. I had proposed construction of a retiring room at Jahanabad and beautification of Torgana-Masaudi Station.

With these words I conclude.

SHRI KANSHI RAM RANA (Surat) Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. In his speech, my colleague Shri Satya Dev Singh, M.P., has termed this Budget as political and populist. I would go a step further and say that this is a misleading, misconceived Budget. It does not contain any proposals for balanced development of the entire country. Therefore this is an imbalanced Budget. I call it a non progressive Budget and I will place some facts before you in support of my contention.

The hon'ble Railway Minister desires rapid Railway development but keeping in view our bad economic condition, I don't think his desire will be full filled. The Budget proposals depict the same rosy picture as was depicted in the last years Budget. Many of my friends say that this is a very good Budget. Naturally only those people will like this Budget whose areas are going to be benefited. The Bihar people say that no railway development took place there earlier and if it takes place now, there is nothing wrong in it. I admit there should be development in Bihar but there are many other States which are lagging much behind in the matter of development of railway network. Their needs should also be taken care of.

I would like to mention the figures contained in the budget. I don't know he will be able to implement all these schemes during the current year or there after. The budget provision for 1995-96 for new railway lines was Rs. 281.71 crore whereas it has been reduced to Rs. 220.55 crore for 1996-97. Similarly last year a

provision of 1174.97 crore was made for conversions which has been reduced to Rs. 829.26 crore for the current year. For doubling the Railway tracks, the last year's provision stood at Rs. 247.37 crore while a provision of Rs. 193.91 crore has been made for this year. What I want to submit is that he should have made budget provision on the basis of priorities decided in the railway budget. But this is not so.

He has announced with great fervor that augmentation of rolling stock renewal of tracks would be his priority, we will pay full attention to gauge conversion and electrification. But from the provisions made in the budget, it appears to me that he will find great difficulty in completing all the Small Schemes he has formulated. As Shri Basu Deb Acharia was saying yesterday, there is considerable shortage of coaches and wagons because of which we are unable to load and move the Coal from Coal Pitheads. For rolling stock he has made a provision of only Rs. 1678.56 crore as against the provision of Rs. 2030.56 crore made last year.

Similarly, 6 percent lower allocation has been made for the electrification projects. With regard to relaying of dismantled tracks, 30 percent lower amount has been provided compared to the provision of last year. As per his announcement, we would need a budget expenditure of Rs. 250.70 crore for laying new tracks. But against this, a sum of Rs. 4.80 crore only has been provided. This Rs. 250 crore Scheme is not going to be completed in one year, nor even in 5 years but the provision of Rs. 4 crore against the requirement of Rs. 250 crore obviously creates a doubt whether this Scheme will ever be implemented.

Similarly, an expenditure of Rs. 368.20 crore is required for the Conversion Schemes he has announced. But actual provision made amounts to Rs. 19.90 crore only. I would therefore, like to know from the hon'ble Minister, in spite of all the announcements made by him, how is he going to implement these schemes with these meagre provisions? The hon'ble Minister has tried to appease all the sections and sought to bring about all round development. It is not possible to please all always, somebody has to be displeased. It appears to me that he will face lot of difficulties in completing all the Schemes this year or thereafter, with the Provision included in the budget.

We have a bitter experience about railways. We have been listening the budget speeches of various Railway Ministers during the last many years and I feel this does not help in proper development of railways. Therefore, I would urge the hon'ble Minister to increase the provisions made in the budget.

The Railway Minister always resort to hiking of railway fares and freights to meet the budget deficit. No other measure is conceived. This year also, revenue amounting Rs. 927 crore is proposed to be raised through this budget. This will put a big burden on the

commuter and common man. It is claimed that this hike will not have adverse effect. This is not true. Perhaps 15 essential commodities have been exempted from this freight hike of Rs. 970 crore but there are other essential commodities also for which we are paying the highest tariff the world over. I would submit that this hike in freight would definitely cause the price rise and increase inflation. I would, therefore, urge him to withdraw the increase in freights. The passenger fares have been increased, but I am thankful to the hon'ble Minister that he has exempted 200 Km travel from this increase. But those travelling long distances do not go sitting, they travel by sleepers and this hike will definitely affect them. Many hon'ble Members said that the trains have almost all the bogies reserved. Only one or two bogies are left unreserved and the passengers travelling by these bogies face a lot of difficulties. Therefore, it was suggested that they should be exempted from the levy of fare increase. But this hike will definitely affect those travelling beyond 200 Km. This hike should also be withdrawn. While suggesting this, I do not mean that resources should not be mobilised for the development of railways. I appreciate the gesture of exempting the travel upto 200 Km and also the season ticket holders from this hike.

Last year goods traffic accounted for 39 crore tonne but this year's budget expects an increase of only 2 crore tonne while we have greater potentiality. Last year, the increase accounted for 2.5 crore tonne. Why this year this target has been brought down? We should be able to increase goods traffic by even more than 2 crore tonne. This will give us more revenue.

I would like to say something about corruption prevailing in Railways. It is generally observed that passengers get stranded at railway platforms for want of reservation and the trains steam off empty. We can mobilise far greater resources if corruption is eliminated in the Railways.

I was going through the report of the Parliamentary Standing Committee which has a reference about scraps. Lower targets are fixed for the sale of scraps. In 1993 the target was Rs. 750 crore while actual earning went to Rs. 850 crore. This shows how faulty estimates are prepared by our officers. We will have to improve our estimation criteria. A target of Rs. 965 crore was fixed for 1994-95 while actual proceed amounted to Rs. 1017 crore.

When he was sitting in the opposition benches along with us, I heard him speak on General Budget and Railway Budget on many occasions. He used to say that burden should not be put on common man. Now he has himself put burden on those people. It is true they will bear the burden but the difficulties are not going to be resolved. So it is necessary to eliminate corruption in order to be able to raise more resources. By doing so we can also increase goods traffic and passenger traffic to ensure greater revenue receipts.

Sir, I feel the Railway officers have misguided the Minister in certain matters. For example, he has announced introduction of 15 new trains. I would like to point out that the Ashram Express is already operating in Gujarat on Meter gauge, the Ahmedabad-Delhi mail train is also operating on meter gauge. These two trains are included in the 15 new trains proposed to be introduced. These are not new trains. He is being misguided in this way. However urge upon the hon'ble Minister to introduce two more trains for Gujarat which will benefit not only Gujarat but entire country. As I said, this is not a balanced budget. I have no objection to making greater provision for the development of the railways in Bihar and Karnataka. I have also no objection for creating 6 new Railway Zones. But the report submitted by the Railway Reforms Committee, 1984 did not include Bhubneshwar and Hazipur. It is good that Hazipur has been made a new Railway zone because Bihar is a backward State. 70-80 percent railway track of Western Railway passes through Gujarat and the Western Railway Zone's Head Quarters are in Mumbai. The people from Palampur and other far off areas have to go to Mumbai to get things done concerning railway matters. All the M.Ps. have not demanded creation of new zones. But there has been along demand from Gujarat, through which 70-80 percent railway line pass that the railway Head quarters should be shifted to Gujarat. I would therefore, request the hon'ble Minister to shift the Western Railway Zone Headquarters from Mumbai to Ahmedabad or Gandhinagar.

Now, I would like to make some points about my Parliamentary Constituency. Surat is a cosmopolitan city. People from all parts of the country come here in search of employment. Our Railway Minister comes from Bihar. Thousands of workers from Bihar come to this city. There are big traders of textile and diamond but there is no train from there for Bihar. I had a meeting with the hon'ble Minister 2-3 days ago and he had expressed his full sympathy. I would request him to introduce a direct train between Surat and Patna so as to facilitate easy travel for poor Bihar people coming to this city. They travel standing for hours together. I would not like to elaborate further because the other hon'ble Members have already narrated the pitiable conditions prevailing in second class bogies. The position of local and mail trains is equally bad. I would request the hon'ble Minister to consider augmentation of rolling stock to ensure increased supply of Coaches and wagons to meet the demand. I would like to point one thing more. Near about 6-7-8 lakh people of North India have settled in Surat because it has great employment potential. Thousands of people come to this city daily. Tapti-Ganga Express is operated between Surat and Varanasi to connect North India and it operates via Naini. I have been meeting the Railway Ministers and Railway officers during the last 4-5 years to impress upon them to run this train via Allahabad. But no progress has been made so far. I would also like this train should be run 4 days

a week instead of 2 days to provide better facilities for the people of North India to visit Surat, Ahmedabad and Balsad. I have been informed by the Railway Board that this change will be affected after completion of two platforms in Allahabad. I understand these platforms have been constructed and I am now told that diversion of this train via Allahabad instead of Naini would involve more time and therefore it would not be possible to exceed to the request. They have been talking differently at different time. I think that they are not interested in doing the job. I would therefore, expect from the hon'ble Railway Minister that he would make arrangements for operating Tapti Ganga Express between Surat and Varanasi via Allahabad.

There is yet another point. The Surat city Railway Station was constructed in 1955. The population of Surat has now gone upto 25 lakh but there have been no improvements in the Station. The railway budget has been termed as a very progressive budget which will help speedy railway development but I think the Railway Ministry is not capable of providing better facilities because of the conditions prevailing in the Railways. I would request the hon'ble Minister to expand the Surat Railway Station which was constructed in 1955. An assurance was given for providing a new Railway Station on Northern end of the city. We were told that this station will be constructed early if the Local Corporation extended cooperation. So I would request now the hon'ble Railway Minister to take steps for the construction of a Second Railway Station at Surat.

I would like to place before the hon'ble Minister yet another serious matter. There is no railway track facility between Mumbai and Ahmedabad which I think is necessary. A third track is essential between these two cities. The work should be taken up right now, otherwise a situation may arise after 5-10 years when we would not be able to start any new train or operate goods train. There has been also a long standing demand for Khambat-Tarapore-Bhavnagar railway line and by providing this line, we can improve track facility because the entire Baroda-Ahmedabad track will become available for trains after the introduction of Khambat-Tarapore-Bhavnagar train. That is why I request that a provision for a new track from Khambat to Bhavnagar via Tarapore should be made and a survey for Mumbai-Ahmedabad third track should be initiated.

13.00 hrs.

Sir, we have a Surat-Jalgaon railway line which passes through the tribal belt of Gujarat. Many trains for Trivandrum, Cochin and Hyderabad pass through this line which is a single line and as a result of which there is irregularity in the operations of trains and they get late by 8 to 10 hours. I would therefore, request that the Surat-Jalgaon Single line should be converted into double line.

He had assured surveying of Surat-Jalgaon line for electrification and doubling but I find there is no

provision for it in the budget. I would therefore, request that some provision should be included in the budget for doubling this line. The condition of Surat Railway Station is very bad. It has few booking windows while the population of the city has been increasing. People face great difficulty in purchasing tickets at these booking windows. There is lot of space for construction of a new Railway Station on the Eastern side but no provision has been made for this purpose. I would request that immediate steps should be taken to provide a second Railway Station for Surat to mitigate the difficulties of the passengers in the coming years because of the increasing population.

Sir, the City Booking Office in Surat was set up during British Rule. The space available there is quite inadequate and people encounter a lot of inconvenience while booking tickets. The Surat city has a population of 25 lakh and I would request that the Booking Office should be shifted to the new Building. The hon'ble Minister announced commencement of a reservation system which would cover 92 percent passengers. But the Booking Office building in Surat is so small that people stand in 2-3 Km long queue for hours in scorching heat or during rains to purchase their tickets. Therefore this building should be extended. Land is already available there. The trains have become irregular and run late. The trains like prestigious August Kranti train runs late. I thank the hon'ble Minister for creating catering, safety and punctuality cells but he should make adequate arrangements for efficient functioning of these Cells.

The previous Railway Minister had promised that the complaints of the Members of Parliament will be resolved by arranging a meeting with the concerned Zonal General Manager. But so far no meeting has been convened by the G.M. It is good that three Cells have been created by him. It is a good beginning, but he must ensure that People responsible for running these Cells should work in a dedicated manner.

He should also see that August Kranti train runs on time. The Howrah Express train has never arrived on time. It arrives late at Howrah and the long route passengers have to wait at the Railway Station for a long time. I will be grateful to him if punctuality is ensured in respect of these trains.

The Karunavati Express operates between Mumbai and Ahmedabad. Similar train should be operated from Ahmedabad to Mumbai. These Lines have industrial belts on both sides and people travel between Mumbai and Ahmedabad and vice versa in a large number. The Centre has discriminated against Gujarat whether it is in matter of railways or other matters. I have been hearing about Kaporvanj-Modasa railway line since 1977 but it has not been completed so far. He has said that he will take some concrete measures in this regard but our experience has been that Gujarat has been injusticed on several counts. At least Gujarat should not

be discriminated by the railway department. I shall request the hon'ble Minister to take all these points seriously and take appropriate steps.

[English]

SHRI P.R. DASMUNSI (Howrah) : Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget because we are supporting the Government and also because the Railway Budget is quite good though not in all respects. It requires a lot of scrutiny. I would have been delighted if the hon. Minister of Railways mentioned a few of the performances of the previous Government which provided a new order in the rail movement in this country. However, the Railway authorities, perhaps thought that the change of Government is not merely political but also something substantial. So, they did not try to highlight those things. One of the unique things that took place during the tenure of the previous Government was the completion of 5 000 kilometres under unigauge conversion. It is a very unique thing in the history of Railways. Had it been mentioned, I think, the process of continuity and the progress of the Railways would have been linked without questioning as to who is heading the Government.

My dear friend, whose party is one of the constituents of the United Front, did mention yesterday that there was a total departure from the previous Government which did not care for the interests of the North eastern States. I would like to remind my hon. friend that this is not true. Perhaps, he did not closely scrutinise the earlier Railway Budget. He could have seen that while the previous Government was in office, in the modernisation programme, the South of entire Brahmaputra had been linked with the Railway upto Dibrugarh. Also, the provision of railway in Tripura upto Kumarghat was taken up while Shri Rajiv Gandhi was the Prime Minister and now a token grant of Rs. 1 crore was made. This year, it has only been repeated, upto Agartala.

SHRI BASU DEB ACHARIA (Bankura) : I would like to clarify that the section was sanctioned in 1991 by Shrimati Indira Gandhi.

SHRI P.R. DASMUNSI : That is what I say. You simply say that the earlier Government did not take care at all. It is not politically correct. I want to clarify the statement.

I would also like to inform the House that while Mumbai and Madras can claim in terms of the traffic load to have the Metro first. I am indeed grateful to Shrimati Indira Gandhi who gave the highest priority to Calcutta to have the Metro transport system which is now operating in Calcutta. It was Shrimati Indira Gandhi's contribution and venture at that time. She visited Calcutta immediately after the spate of the Naxalite movement. I was a Member of the Fifth Lok Sabha then. She announced from that side that "Calcutta will get Metro. I have seen the horror of the people plying in the buses during the peak time of the office

hours." So, I think it is not correct to say that we did not take the interest of the people into consideration during the time of the previous Government. Maybe, we have not been able to take care of the remote areas.

The hon. Member sitting on the right side, Shri A.B.A. Ghani Khan Choudhury created a revolution in Bengal by linking railways to the remotest areas by providing new trains. The trains which are leaving today to remote areas are because of Shri A.B.A. Ghani Khan Choudhury. He have the circular railway to Calcutta. He gave a number of trains linking here and there. The entire North Bengal dominated by the Scheduled Castes and Scheduled Tribes and by Muslims could not think of the long distance fast trains. It was Shri A.B.A. Ghani Khan Choudhury who did it.

SHRI AMAR ROY PRADHAN (Coochbehar) : What is the gain by it?

SHRI P.R. DASMUNSI : Please allow me to speak. I am not yielding. Do not interrupt. There is no question of gain or loss. We travel by Gaur Express to reach Malda overnight. We are getting six trains to Coochbehar. The bogies may be bad. But do not say Shri A.B.A. Ghani Khan Choudhury has not done it. He did it.

SHRI AMAR ROY PRADHAN : I do not acknowledge it.

SHRI P.R. DASMUNSI : It is your habit not to acknowledge. That is a different thing. But I am not in that habit. I acknowledge what Shri Ram Vilas Paswan and Shri H.D. Deve Gowda what they are doing. I acknowledge what has been done in the past. That is called history. You do not read history. I read history.

In so far as West Bengal is concerned, with all my support to Shri Ram Vilas Paswan who has done a very great job in the Railway Budget, we have been unnecessarily accused of being the supporters of Bihar. I think Shri Ram Vilas Paswan has done the right thing in the Railway Budget because Bihar has been deprived for the last many years of getting the remotest connection to various places. Shri Ram Vilas Paswan has done it as a spokesman of the Government for the weakest and the oppressed people of Bihar. There is no denying the fact that we are supporting Shri Ram Vilas Paswan for that.

I would like to remind the Railway Minister of a basic point. This Government, in its Common Minimum Programme, gives the highest importance to backward areas, Scheduled Castes, Scheduled Tribes and minorities. I give two examples. There is no railway connection to a place in Bengal known as Balurghat where the struggle for freedom was fought vigorously in 1942. Balurghat is the district headquarters of South Dinajpur border of Bangladesh since British days. It was Shri A.B.A. Ghani Khan Choudhury who got sanction and who approved the railway link line between Eklachi to Balurghat, the line which starts from

a tribal strip and ends in Scheduled Caste strip. The entire segment is a Scheduled Caste Parliament segment. The Assembly seats are Scheduled Caste and Scheduled Tribe seats. You can see the poor plight of the people of that area. In 1984, Shri A.B.A. Ghani Khan Choudhury conceived the whole project. A token sum of Rs. 1 crore or Rs. 2 crore only is given till this date. I do not say this because it is my home district. The people there say that "We are Scheduled Caste and Scheduled Tribe people and so, only Rs. 1,50,00,000/- is given for this railway line. Some people come and dig some soil work here and there and then it is over and we cannot give any reply." The same thing has been repeated this year also.

The same thing has been repeated constituency after constituency. Here, I mean the reserved seats. The allocation of money is only Rs. one crore to Rs. two crore. I made another request. I have been trying for this. Shri Ram Vilas Paswan, the hon. Railway Minister knows the station called Barsol. It is just adjacent to the border of Uttar Dinajpur of Bengal. It starts with the reserved constituency called Raiganj followed by the reserved constituency Kaliaganj, followed by the reserved constituency of Kushmandi followed by the reserved tribal constituency of Tapan. In this whole constituency, there is only one metre gauge link. The suffering of the people is that after freedom, after the partition, they all became refugees. The Bangladesh border was sealed and from that time the metre gauge link is there. People come from Calcutta, wait the whole night in Barsol junction and get the train in the early morning. On some days that train runs and it does not run on some other days. The distance is only 45-60 kilometres. Till now, it has not been converted. The answer that the Railway Board always gives is that it is not viable. What does it mean by "viable"? What is viability? Is it not a common minimum task to take care of these issues?

Now, I would like to draw the attention of the hon. Minister to the Radhikapur-Barsol line. Unless it is converted into broad gauge, people cannot reach their destinations. Recently, when the flood was there, we could not send any relief materials because all the relief materials have to come from Calcutta by broad gauge. We cannot load the materials in truck and send by the truck because the roads were flooded. How do you send it in such a situation? It is only by helicopter that you can send the relief materials to the marooned people. So, the relief materials cannot be sent because the broad gauge line is not there. This is how I can cite example after example, the injustice done to the people even in this Budget also. I do not say that it was not there in the previous Budget. I say it was there. I am sorry to say one thing. Unfortunately, it has become the trend. Unless the Railway Minister is from that particular State, no special effort is being made. I do not say that the previous Government did anything correct for Bengal. I never say that. That is why I have already

mentioned his name because Shri Ghani Khan Choudhary took pains. He did it.

There is another line called the Digha-Tamluk line. Mr. Deputy-Speaker, Sir, you know about Midnapore. Tamluk is the only place which defied the English people and declared freedom. When the whole country, the whole of India was surprised, and even Mahatma Gandhi was surprised, they declared freedom for seven days defying the British. The Digha-Tamluk line was conceived by the late Shri Rajiv Gandhi when he was the Prime Minister. The people of Digha supported Gandhiji's *salt satyagraha*. The day Mahatma Gandhi started that movement, the very same day the freedom started, the same day they were shot at and they died. That is the importance of that place. But look at the plight of the Digha-Tamluk line. We are celebrating the 50th year of freedom movement. Again, the Digha-Tamluk line figures. To complete this line, a huge amount is required. But the Government allocates only Rs. one crore which is just a peanut. Is it not an insult? Those who are sitting in the Railway Board neither read history nor geography. They only take care of their professional skills and explain something in the paper. They should understand the importance and sensitivity of certain zones. They do not study things. This is how things are being treated. This is what I wanted to say about the Digha-Tamluk line.

I am not talking of the Howrah-Amta line because that line is not in my constituency. I am just mentioning about it because the Howrah-Amta line is such a sensitive line. The Railways have completed three-fourths of this line and one-fourth of it was not completed. Why? Here, I reveal the truth today before the hon. Railway Minister. That one-fourth of the line has not yet been completed because there is a connivance of the private bus operators with the Railway bosses there. If that line is completed, the private bus operators will not be able to ply and the commuters will be benefited. That has been going on for the last ten years. You see it with your own eyes that three-fourths of the work has been completed and only one-fourth of it has not been completed because of the private bus operators' lobby.

SHRI BASU DEB ACHARIA: This year they have announced it in the Budget.

SHRI PR. DASMUNSI: I am grateful to you. You have reminded me that they have just announced it this year. So, these are some of the projects which I mentioned just now so far as this railway zone is concerned.

I would now like to draw the attention of the hon. Minister to the toy train. I am grateful to the hon. Minister because he has been hearing me very patiently. In a way, Shri Subash Gaishing has been kind enough to us. After the trouble started in Kashmir, there is some tourist traffic in Darjeeling. The West Bengal Government has developed the merry places nicely. Darjeeling is taking a new shape. The tourists, specially the

foreigners, love and enjoy the toy train. It is such a beautiful train. Perhaps, the Indian tourists may not love it but the foreign tourists love and enjoy it.

They say, "it does not matter if we take four hours but we will go by this toy train, catching the beauty, enjoying the scenery, cave etc." But the toy train does not operate regularly. Nobody takes care of it. My only request to you is to make it a little attractive, a little comfortable so that foreign tourists can come in large numbers. They do not buy the ticket in Indian currency. This way we will get more foreign exchange. It will provide a new direction to the Darjeeling hill station. There should be a computerised reservation centre at Darjeeling. Foreign tourists come here between February and May. At that time, you will not find a single place vacant for stay. There is a huge rush at that time to view the Sun rise from the Kanchenjunga. Therefore, my request to the Railway Minister is to take special care of Darjeeling in this matter.

Now I come to resource planning. A lot has been said about the resource planning. Yesterday I was glad to hear somebody from Maharashtra speaking about selling of air space. A proposal came from Maharashtra for selling of suburban air space. You can try a similar thing between Asansol and Howrah, Barackpore-Calcutta-Sealdah. Why do you not think of this? This way you can get a lot of money. Since you are accepting liberalisation policy, why do you not think of entire MTP Project of Bombay city? Why do you not negotiate with the private parties? Why do you not call Japanese parties for discussion? They are the best. The manner in which they have taken the entire project in Singapore is an ideal one. It is a wonderful thing. It was started only three years ago. I travelled by that. I suggest that instead of paying heavy interest, it is better to negotiate with them, ask the company to come here and give them the entire project. You do not have to spend anything. You can enter into an agreement with them for ten years or so. You can allow it. What is wrong in it? I do not understand. They will do better. You can have the similar thing for Madras. What has been done in Calcutta by Indian engineers is a remarkable thing. We feel proud of that. I thank the people of Calcutta for the manner in which they have cleared it. My only request to you is that in your MTP Calcutta Project, Third Phase, there was a provision to link Salt Lake with Ramrajatala. It is a very costly thing. You cannot do that. My submission is that you have a consultation with the Japanese group. They are prepared to negotiate with you. It is the easiest way. If you can connect Calcutta Maidan and Howrah Maidan, beneath the Ganges, then the plight of the commuters of both cities can be settled for ever. This way, Howrah bridge will be free from jam. This entire technology is available with Japan. They are the masters in it. Instead of having the control by the railway authorities, you can privatise this part. You can sort out the entire expenditure. Why do you think that you will spend the money yourself? Why do you think

of privatising some platforms in the New Delhi Railway Station. You can call for tenders and see the result. You can call a few groups. You can give a package consisting of one big station, one medium station and the one flag station to private persons to manage it. If you believe in the genuine thing, do not hesitate to take this step. You can try it on an experimental basis to find out whether railway is earning a revenue or not. You can find it out. What happened in Italy during the World Cup? They have brought a revolution in travel by train. I was travelling in a train from Rome. I was really amazed to see the train. I asked: Is it the Government train? I was told that that was a private train. I asked: How do they manage it? I was told that it was very well managed in all fields by the management. Only the security aspect is done by the Government and the private management jointly. In this, investment is nil. If you feel that in some other route you can plan like that, then budgetary support will not be a problem. You can then plan from your Ministry. The biggest draw-back is not the Railway Minister. You are a good thinker, you are a social thinker. Your thinking does not percolate down, because on the top you have got a professional management right from the Chairman, Railway Board.

In the middle it does not percolate. In the middle those who operate, they look for their promotion. At the grassroot you have the most unprofessional management who operate at the station. So, at the grassroot you have the unprofessional management, in the middle there are some who are waiting for their promotion and at the top you have professionals. Who will implement your ideas? Therefore, I think you have to revolutionize the entire management system. If you have a Junction Station Superintendent, he must have a professional outlook, he should understand what is happening today. He should not think that he is simply a Station Master, he will be promoted up to the Superintendent and then he will retire. A whole professional outlook must come in the Railways as a competitive business agency in the transport system. Otherwise you cannot improve the situation. This is what I submit to you both in terms of resource generation and in terms of management planning.

I do not say that even your Travellers' Ticket Examiners are corrupt people. It is no good to say so. They are very good people, they are very nice. You try to motivate them in a manner by which they can be also good public relations officers with the passengers. That will help.

Sometimes Railways do not run in time. Trains run late not because of any other reason, but because there is no coordination. I have seen the guard waiting in the station. Why? Because loading is going on in the parcel van. Why is that loading delayed? Because the loader did not come in time. Why did the loader not come in time? Because the mango loaded truck was blocked at the gate of the Railway Station. So, if you

connect this whole chain of events the result is that the train is delayed by 20 to 30 minutes and it ultimately leads to another two hours delay. It means there is no professional management. If there is a professional Superintendent, he would know that his duty today is to load 500 kgs. of mangoes, 10,000 tonnes of jute and this should be done two hours before the arrival; and the whole thing gets coordinated. But nothing is being done now. There is no macro level or micro level professional approach in the whole set up.

I tell you, delay is being caused everyday. You kindly revolutionize the system of professional approach in the whole management to curtail the delay process. Delay is caused because of small things, not because of bigger things. Everyday politicians do not go on a *Rail Roko* agitation. Some days we do it for which we have to be blamed. But everyday we do not do it.

The other point to which I would like to draw the attention of the hon. Minister is that when you invest money on some projects, why do you declare it abandoned? I can give you an example. In West Bengal, in my constituency, at Abada in the South-Eastern Railways, you have installed one of the biggest railway yard projects by the Plan sanctioned money. It is the land of the peasants. You took the land of the peasants. While you took the land of the peasants we politicians helped the Railways. They are deprived of their cultivation. They were given an assurance that they would be given some job; they would get the work of colliers, loaders, etc. But one fine morning you say people are not coming here. Why are people not coming? There is the Bombay road. Then the objection came that though the Bombay road is there, the second bridge is not opened. Then the second bridge, Vidyasagar Sethu, was got opened. Now what is the objection? Now the objection is that a lot of criminals are there. If criminals are there, what is the RPF doing? Is it logic to abandon a whole project after spending crores of rupees of money? Cultivators and peasants are suffering in the mean time. This is a funny thing.

As regards the RPF, I am sorry to say - I am not accusing an individual, I am not accusing Jawans - you do not know what is happening there. You go deep into the matter. Half-hearted, dejected, frustrated police officers and the cadres of senior IPS officers are taken into the RPF. They feel so frustrated, they just do not devote their time there and down the line you know what happens. You know what happened in the name of RPF recruitment a few days back. You know Mr. Railway Minister why the recruitment had been stopped. You also know who took money in what manner. I think investigation is going on in this regard. A terrible affair is going on in the name of RPF. You try to give a new morale to the force. In our State people say something else for RPF which I do not like to repeat in the House to demoralise them. I know they are good Jawans. You provide them with a new morale, a new concept.

In the name of the RPF, contempt of women is committed. If I say that there is an RPF centre on a road, I tell you honestly that women would not walk on that road. Such is their reputation at Liluah. Why has that happened? It has happened because there is no positive motivation as to what is it that they should do. This is how RPF is being managed.

I represent a constituency - unfortunately or fortunately - where all the trains come, that is Howrah. Every six out of ten voters there are affected, rightly or wrongly, by the railways. The biggest workshop, Liluah is there. The apprentices are trained there. When they finish their apprenticeships, not even five persons are considered to be absorbed when regular vacancies arise. This has been a standing crime against the genuine young apprentices who are trained. The Railways should make a policy. Let them take in only one apprentice. I do not mind that. But let them say that there is a policy that only those persons would be absorbed who are qualified apprentices from the Liluah workshop. Let the policy be that somebody from behind the scene is not taken in lieu of money.

When there is some trouble, the District Magistrate or the Superintendent of Police rings us up and says, 'There is a mob violence. Please help us save the situation'. We, politicians, go there and help them out.

We should draw some policy guidelines. For instance, there could be a policy guideline that only those who have been in the Liluah workshop as apprentices would be recruited. I do not mind if ten or twelve of them are recruited. But some policy should be there.

Who does not know Swami Vivekananda's Belur Mutt? International pilgrims and eminent scholars visit that place. I do not say that all of them visit that place by train. But, sometimes, they go by train. I have been repeatedly telling that the Belur Railway Station should be developed in an orderly manner, with a proper waiting room so that it looks like a proper tourist station. If you go there and see, Mr. Minister, you will find waterlogging behind the bridge at such a height that nobody can cross that or walk through. The railway station there is in a shambles. Just in front of the station, if you walk ten yards, you would reach Swami Vivekananda's Belur Mutt. I have been telling this year after year, but nothing has been done in this direction.

In the Howrah Station, trains are delayed every day. Every alternate night, I get calls about certain incidents. If some trains which have to reach there at ten o'clock arrive by one o'clock, the passengers do not get buses and many of them do not have enough money to pay for a taxi. What would be their plight, especially of the women? After two o'clock, the late night nightmare starts. Women are physically assaulted, robbed. There are incidents of even rape and that too in the presence of the RPF Jawans. I have been crying that there should be some special room where the late night arrived passengers, especially women and children, can safely

stay till dawn. They should be properly guarded by some sentry.

The Howrah Railway Station is a big station with nearly eighteen platforms. One night, around three o'clock, I got a message and went there and found that there was a massacre. People were running here and there. I asked them what had happened. Everybody was crying. Some *goondas* had entered there. In such a huge complex like the Howrah Railway Station, can you not provide a special place, where the late night arrived women could stay? We have the Howrah Yatri Niwas. We know the rates prevailing there. A regular passenger, who has to catch the next train can stay there if he or she pays Rs 200 for a night. (Interruptions)

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands) : It is mostly occupied by officers of the Railways.

SHRI P.R. DASMUNSI : It is occupied by them and not the passengers. (Interruptions) So, I request the hon. Railway Minister. (Interruptions)

MR. DEPUTY-SPEAKER : One minute, Shri Dasmunsi. Shri Paswan may please get this matter looked into. It is a serious issue.

(Interruptions)

[Translation]

MINISTER OF RAILWAY (SHRI RAM VILAS PASWAN) : Mr. Deputy Speaker, Sir, I myself conducted a surprise visit at Delhi Rail yatri Niwas day before yesterday at 12.00 midnight and suspended four officers. We are doing whatever is possible. But I would like that the hon. Members should send complaints in writing to me about their areas and I shall take necessary action.

[English]

SHRI MANORANJAN BHAKTA : Well done, Mr. Minister.

[Translation]

SHRI P.R. DASMUNSI : I thank you for this. The aim of Rail Yatri Niwas is to provide accommodation to the passengers.

[English]

I will conclude by saying only two things.

I am not making any allegation. I am only making a request to you that while deciding matters concerning formation and composition of the Zonal Consultative Committee and Divisional Railway Consultative Committees of the respective Divisions, please take the recommendations of the Member of Parliament concerned and their representatives from the constituencies. Please advise the DRM and General Managers not to treat them as strangers for a cup of tea. This is the kind of treatment they are getting every time. They may not be Members of Parliament but they

are our representatives. They go there to do the work of the people. When one Scheduled Caste MLA, Shri Nityanand went there, they gave him tea and told him whatever paper you want to give, you give them to us and go. This is not the way to treat. I only request you to infuse some democracy in the functioning of ZCCs and DRCCs so that the representatives can feel the effectiveness of the whole thing.

This is all I wanted to submit. With these words, I look forward to the Railway Minister's social outlook which has already been reflected in the Budget and shall further be reflected in the discussions of other pending matters.

[Translation]

SHRI JAI PRAKASH (Hissar) : Mr. Deputy Speaker, Sir, I heard the speech of the hon'ble Railway Minister and also went through the Budget he has presented in this August House and it appeared to me that the entire budget is meant for Bihar, Andhra Pradesh and Karnataka. Haryana State also finds place in the map of India but there is no mention in the Railway Budget of any proposal for new rail tracks for Haryana. It is also silent whether survey will be conducted for the construction of any proposed new railway line. The problems of Haryana have been totally ignored in this Budget. My hon'ble friend Shri Hooda ji has made a demand and the Minister had accepted the same that the Jajjahaar-Rewari-Rohtak track will be included in the Supplementary Budget. The hon'ble Minister had committed this before all the Members of Parliament from Haryana and promised to make it functional. This belt of Haryana has the maximum number of army men who find it very difficult to go to Delhi. If this track is provided, this will reduce the traffic load of Delhi as well. The soldiers will be greatly inconvenienced by Rewari-Jajjahaar, Jajjahaar-Rohtak, Rohtak-Sonepat-Meerut railway line. Beside this many new rail tracks are needed to connect religious and historic places of Haryana.

The Hissar-Fatehbad belt is a major cotton producing belt and cotton bales are sent to other States from here. If a railway line is provided there it will benefit the cotton growers to a large extent. The traders who use surface transport for the movement of the cotton bales will also benefit because the surface transport is comparatively costlier. If loading facility is provided in this belt it will enhance farmers' income. Agroha is a religious place of Aggarwal Community. A medical college is also located there. Students from the State and elsewhere come to this college for their studies and patients visit this College for treatment. Their parents and attendants also visit this place. The provision of a railway line will greatly facilitate their journey.

Sir, Haryana has there side borders with Delhi. On one side is Faridabad, which is a big industrial town of Haryana, which is visited by thousands of commuters

daily. The surface transport capacity is limited. I would like to know from the hon'ble Railway Minister whether he has any proposal for Rapid Rail Services covering Faridabad, Gurgaon and Bahadurgarh? These three towns are infact Delhi's Satellite towns.

Sir, the commuters face lot of inconvenience in travelling by buses and if Rapid Rail Service is introduced it will be a great help to the daily rail commuters and it will also reduce traffic load on Delhi.

The train operating between Delhi and Punjab pass through Jind and Jakhal in Haryana, but I am sorry to say that these trains do not stop at the local stations in between and the local people are deprived of the benefit of these trains. They cannot go to Delhi or Punjab by these trains. So I will request the hon'ble Minister to provide for stoppage of these trains at local stations in Haryana so that the people of Haryana may also make use of them for visiting Punjab or Delhi.

Mr. Deputy Speaker, Sir, I have yet another submission to make. I will request that a new train service should be started between Jind and Delhi which should start from Jind in the early morning and arrive Delhi in the morning. It should start from Delhi in the evening and arrive Jind at night so as to facilitate a convenient return journey to Delhi for the traders and residents of Jind. The daily commuters have very little facility of bus services. If this train is started, it will benefit the daily commuters tremendously.

Sir, Hissar is a major industrial town of Haryana. I had requested the hon'ble Railway Minister to attach an A.C. coach to Haryana Mail which operates between Hissar and Delhi via Bhiwani and Rewari, which he had kindly accepted. But now he says brakes are not available for A.C. car. It is for the Government to arrange for brakes. My request is that an A.C. coach should be attached from Hissar to the Haryana Mail and it should be arranged as soon as possible.

Sir, Hissar is a major industrial town of Haryana as is Ludhiana of Punjab. A train used to operate earlier between Hissar and Ludhiana but the same was discontinued following the murder of Indra Gandhi in 1984 on the plea that Punjab was infested by terrorism. But Sir, Punjab is now free of terrorism and complete normalcy has been restored. I would, therefore, request that this train should be restored immediately to provide convenient journey between Hissar and Ludhiana so that the Industrial and Mutual relations of both these towns are re-established.

Sir, there is a place in Hissar named Double Fatak. This railway level crossing remains closed 18 to 20 hours out of 24 hours. He can verify this from railway records. The people try to cross railway track and as a result 15 to 20 fatal accidents occur every year in which Children and Old people are generally involved. So, it is absolutely necessary to construct an overbridge at this place immediately to obviate the risk of accidents and facilitate easy movement.

Sir, the Railway Minister always Speaks of Dalits and oppressed people but there are many petty railway employees belonging to North India who have been posted in South India. There are many sweepers and other petty railway employees belonging to Haryana who have been posted in Mumbai. They have to waste a major part of their leave in coming to their native place even once a year. Sometimes, they are not sanctioned leave and if they come without leave their services are terminated. So my request is that such employees should be posted nearest to their native place or they should be provided 2-3 free passes every year so that their parents are able to go to meet them.

Sir, Yamuna Nagar is another important Industrial town of Haryana which should be linked with Chandigarh by rail. Yamuna nagar has large number of utensil producing units Jagadhari, Sadhora, Narayangarh, Panch Kula and Chandigarh should be inter connected by train services. Today, nobody likes to travel by road because of fear of accidents. So, they must be provided railway facility. About RPF, the hon'ble Minister was saying that they do not take law in their hands. But I dont agree with him. Many complaints have been received on this account at Jind Junction. Coal rakes are unloaded and food grains are loaded here and a large scale pilferage takes place. Buffaloes of Haryana are loaded from Jind for other States. These people are harassed. I would request the hon'ble Minister to excercise adequate control over RPF. The RPF people come from other States and they don't care for this area. So I would suggest that son of the soil policy should be adopted and the people should be given job in the State to which they belong. They will hesitate in indulging in corrupt practices.

Sir, RPF recruitment never takes place in Haryana. I would request that recruitment centres for the recruitment of RPF should be established in Haryana so as to provide job opportunities to the local people in their own area. This will also benefit the people at large in that area.

Mr. Deputy Speaker, Sir, Delhi-Ambala railway track has been electrified but electric current has not been provided so far and no electric train has been introduced. This train should be commissioned as early as possible. The Delhi Firozpur defence track should also be electrified. This will reduce the price burden on Railways because of the hike in diesel prices.

SHRI BRIJ BHUSHAN TIWARI (Dumariaganj) : Mr Deputy Speaker, Sir, I rise to support fully the Railway Budget because it is a very balanced, development oriented and anti inflationary Budget. When petrol and diesel prices were hiked, the Press predicted big hike in railway fare and railway freight. But when this Budget was presented it was seen that the people affected by the hike in the fares and freight constituted just 3 percent of our entire population and in recent time, the hike is less than that of previous year. Is items used by common man or used as raw material have been exempted from

this hike. An effort has been made to minimise its burden on the common man because the number of second class, weaker section or poor railway commuters is far greater than the number of affluent commuters.

The special feature of this Budget is that the concept of development followed so far has been changed. So far stress used to be laid on the development of industrially developed places. But this Budget has for the first time, shifted emphasis on the areas inhabited by the poor, the adivasis and the weaker sections of the society. It is also proposed to bring under the railway network, the North Eastern region and the Uttaranchal region and all the backward areas. The Budget has taken special care of all the far flunged backward areas of the country. The Railway Minister has said in his speech that there are many areas in the country the people of which have not seen the trains even after 143 years of the inception of Railways. So it is the first time that efforts are being made to extend the railway network to far flung areas. This has on the one hand infused a sense of confidence among those people that they also belong to the main national stream, it has given a new dimension to and laid new stress on the national integration on. Therefore, I commend this Budget.

Many Members have complained that the Minister has favoured Bihar and Karnataka. But my complaint is that he has not paid as much attention to North Eastern regions, to the regions of North Bihar as they deserve. I think, he had no reservations. But he could not do it because of resource crunch. The Eastern region has a glorious past and it has played a prominent role in the national movement in the independence struggle. This region is most backward from the angle of industrial development, development of transport, education, per capita investment and per capita income. It has a large population and the poor people migrate to Delhi, Mumbai, Punjab and other regions in search of employment, to earn their livelihood. If you had the chance to see the trains coming from Bihar, you would have noticed thousands of passengers travel on train roofs. You cannot imagine the over crowding in second class bogies. Essential facility like drinking water is not available in these trains. We have the minimum railway facilities compared to the population. This region has always been neglected. The reason was the people in power were not honest. Kitchen dishonesty is most dangerous. This is not good. At least the Railway Minister has not indulged in this type of dishonesty. He has of course included some provisions for Eastern regions of Uttar Pradesh. But many schemes have been left unattended.

There is a long standing demand for conversion of Gorakhpur-Gonda loop line. This matter was raised in this House many times and a request was made to the hon'ble Railway Minister also. I am grateful to him that this time he has made a mention of it in his Budget Speech and promised that this scheme will be included in the 9th Plan. The Gorakhpur-Gonda loop line is very

important because it passes through areas bordering Nepal. There are four transits on this line from where people go to Nepal. In my Parliamentary constituency, Dumariaganj lies a place named Sidharthnagar-Barni. Four buses from Krishnanagar Barni Bazar which is in Nepal, come to Delhi which are always overcrowded. The main reason for which is non availability of railway services.

Besides, Kapilvastu and Shravasti which are Buddhist places or pilgrimage are also situated in this area. We have been making constant demand for gauge conversion of Gonda-Gorakhpur loop line. If this track is converted, direct goods train can be operated from there, passenger trains can be increased. It will also reduce pressure on Gorakhpur-Gonda main line. Therefore, I urge upon the Government to accept this proposal.

There was also a proposal for conversion of Anandnagar-Nautanwan line into broad gauge line. This track surveyed and technical reports submitted to the Railway Board. It was during the tenure of George Fernandes. Nautanwan Sunoli sector is an important transit for Nepal. It was proposed to extend this line by 4 km. Talks have been held with the representatives of Indo-Nepal Friendship Relations. There was also a proposal to lay a new track from Sunoli to Naugarh via Bhairawa-Lumbini. The Nepal Government was prepared to extend assistance for this track but that scheme has not been considered so far. I would request that this scheme should be considered and taken up for construction immediately.

In 1977-78, survey was ordered for Khalilabad-Pansi-Dumariaganj-Utrotli-Balampur rail track and the survey report was submitted to the Railway Board but the same is eating dust till now. A large expenditure was incurred but the same was not taken up. I would request that this scheme should also be considered.

There was also demand for providing double track on Gorakhpur-Lucknow main line. The documents which were supplied to me and which I was going through indicate that the Railway Ministry and the Railway Board accept that there is heavy pressure on this line and traffic has increased tremendously. This is because he has now increased the number of trains on this route. He has linked several trains to Bihar. Trains operating between Katihar, Samastipur and Lucknow to Delhi, all operate on this single track. Leave alone goods trains, the passenger trains are delayed by six to eight hours because of pressure on this route. This track has to be made more viable because the Railway Ministers always talk of loss in Railways. The Railways must mobilise resources. The hon'ble Minister has himself admitted that the budgetary support will have to be raised for Railways. How is he going to tap the resources unless he makes these prominent tracks more viable, more profitable?

I am happy that an estimated expenditure of Rs. 45 crore is proposed for doubling the 45 Km track on Gonda and Jalwal road section. But I am surprised to see that, a provision of Rs. 1 crore has been made for the current year. This is a Rs. 45 crore scheme and if a provision is made in this manner, then he can imagine how much time it will take for arranging Rs. 45 crore.

14.00 hrs.

I would plead that this work should be taken up on war footing. The Gorakhpur people have been demanding for long for construction of an overbridge near Dharamshala Bazar. Gorakhpur city has expanded considerably and Meharbanganj district is a transit place for Nepal. A ground level bridge exists there which is generally inundated and the traffic gets jammed. Last year hon'ble Governor has visited this place. The U.P. Government is prepared to bear 50 percent expenditure. So the demand of the residents of Gorakhpur should be considered seriously and action should be taken to start the construction of the overbridge.

The Railways are facing financial constraints these constraints could be removed in many ways. The capital restructuring is necessary. There is need to change investment pattern, there is need to change our way of working. Many hon'ble Members have printed out towards the corruption rampant in Railways. As a result of this the common man does not get as much benefit as he would. The result is that a major portion goes into the pockets of a few people. So, the disease of corruption has to be taken care of very seriously.

The efficiency in Railways has also been discussed here. The hon'ble Members have rightly said that the railways have some social obligations. We cannot run railways merely on commercial lines. It was also suggested that the railways should be privatised. But what will be the result? It is true that we will find resources for some time but how the people on whose hands the railway system and the management of railway Stations would be given exploit the common man, it is a matter for imagination and we have the experience of privatisation of other sectors. Our railway system, our efficiency should be customer oriented. We have beaucroatic attitude. Nobody cares for commuters whether it is Station Superintendent, Coach Assistant, T.T.E. or other petty workers. So much so, if a poor man goes to the inquiry counter for seeking some information, the Enquiry officer does not behave with him in a humane manner. Infact, we must have a system in which customers are treated with respect.

The concessions and facilities given to passengers are being curtailed continuously. Our Government has said that it wants to provide minimum facility to the people. Do the Railways have the essential facility of drinking water and toilets? The toilets provided at Railway stations are so stinting that one cannot use them. There is no arrangement for cleaning, for water. The number of passengers has gone up. The number

of trains has increased, but who is responsible for this type of management. The incidents of unauthorised occupation of waiting rooms, whether they are of A.C. 1st Class is increasing.

Many hon'ble Members have spoken about GRP. I would like to join them and say that the behaviour of GRP and RPF is most unbecoming and there are several complaints from common man. There are complaints that the labourers and poor people who return after earning something in Mumbai are looted in the trains, at the platforms.

14.05 hrs.

(Shrimati Geeta Murkherjee *in the Chair*)

The constables intimidate them and extract money forcibly. This is a very bad reflection on them. You visit Railway platforms. You will find many printed posters which say do not crowd Railway Stations only one or two persons should stay there. It will decongest the platform but the number of vendors is large and two thirds of the vendors belong to GRP who have the patronage of Railway officers. They are unauthorised and unlicensed. This should be checked. Lastly I would like to say something about the porters. They have been given good facilities but still there is scope for augmenting them. Their demand is that they should be provided with uniforms and free travel passes. The previous Government allowed 50 percent concessions which he has raised to 75 percent. But at the same time, there are unauthorised porters with criminal record who harass the passengers. They obtain uniform and harass passengers in an unimaginable manners. We have some personal experience of how the three-wheeler and taxi drivers harass the passengers when they come out of the railway platform, no matter whether it is Delhi Railway station or any other station. So, if the Government is really sincere in providing facilities to the passengers, all these systems will have to be set right. The population of the country is increasing continuously and we must formulate some National Traffic Policy, things will not change. The Government proposes to achieve 7 percent Growth Rate during the 9th Five Year Plan and if this growth is achieved, naturally economic activities will expand, trade will go up, the population is galloping. This all will necessitate expansion of railway network. But the Statistics which we have with use show that the share of railway traffic is declining vis a vis road traffic. There is no party at all. If the railways expand we will need lower amount of energy, we will not face pollution problems. We will be able to provide cheap and convenient mode of transport to the people. So we must maintain a balance between road traffic and rail traffic. We should consider other modes of traffics non-competitive. They are infact supplementary. We must formulate such a Scheme. Only then can we save resources, mobilise maximum funds and provide a formidable and balanced traffic system to the country which will prove to be more beneficial to the

people. There is also need to curtail administrative expenses and utilise them for the development of railways. With these words I support the Railway Budget

[English]

SHRI M.N. KRISHNADAS (Palghat) : Respected Madam, I am extremely thankful to you for having permitted me to participate in the discussion on the Railway Budget. Since most of the important points have already been covered by the earlier Speakers, I would like to confine myself only to some other points.

Madam, we all know that the Indian Railways is a symbol of the national integration.

It is linking most of the major parts of this huge sub-continent.

Now, I would like to mention about the maintenance of bodies and passenger amenities. Most of the trains do not have proper electric connection, drinking water and toilet facilities. The quality, taste and condition of food served in the trains is very disgraceful. At the same time heavy charges are being collected from the passengers for these items. I hope the hon. Minister will take strict measures to correct these defects.

The Railways are having an acute shortage of workers, thousands of vacancies are still there in the Railways but the Railway authorities are not filling up those vacancies. Without adequate number of workers, the Railways cannot function properly. I hope the new Railway Minister will take this matter very seriously.

Now, I would like to mention about the problems relating to my state, Kerala. For the last so many years, the State of Kerala is being neglected by the Railway Ministry with the result that Kerala is below national average as far as development of Railways is concerned.

Madam, as you know, Kerala is having a lot of specialities. Lakhs of people from Kerala are working in several States of the country especially in the North of India. This way, Keralites are playing a very important part in national growth and national intergrity. But, the Railway Ministry is still discriminating against Kerala. There are no sufficient trains. There are no new lines as also not other developments pertaining to Railways.

Madam, the Railway authorities, only send the condemned bodies to Kerala. You know the density of population in our country. I would request the hon. Railway Minister to take special care to see that unmanned level crossings properly manned in Kerala. It is because Kerala is a thickly population State. The unmanned level crossings are the main cause for accidents in Kerala. It happens every month.

Madam, you know that there is not even a single Railway based industry in Kerala. When Shri Rajiv Gandhi was the Prime Minister, he came to Kerala and promised that the Central Government would start a Railway based industry, that is, a coach factory in Palghat in Kerala. But after some time we gathered

from the newspapers that it was shifted to Punjab. We are not against giving it to Punjab but it was a clean violation of the promise made at that time to the people of Kerala.

Now I humbly request our new Minister of Railway to please take immediate steps to start a Railway based industry in Kerala. On behalf of all the Keralites, I request the hon. Minister to start a wagon repair factory in Kerala immediately.

Madam, Last year the total Railway investment in Kerala was only Rs 47 crore. This year the Budget provision is for Rs 127 crore. I appreciate the new hon. Minister of Railways for this increase. But I would like to draw the attention of the hon. Minister that Kerala is far behind the national average with regard to Railways. It is because Kerala has been discriminated by the Centre for quite a long time in the past. So the increase in this year's Budget is very meagre. The people of Kerala want new trains, new railway lines and new Railway based development programmes in the State.

The doubling of the line from mangalore to Shoranur and from quilon to Trivandrum needs urgent attention of the Government. The Provision in this year's Railway Budget is not even enough for that.

After presenting the Railway Budget before this House, the hon. Minister of Railways invited all the Members of Parliament from Kerala and had a discussion about the problems faced by the people of Kerala. At that time he had made so many promises and we hope that he would fulfil all the promises made at that time. I would again request the hon. Minister of Railways to take up the matters relating to new trains, doubling of lines, conducting of survey and Railway based industries in Kerala immediately as these are the long standing demands of the people of Kerala.

I once again hope that our new hon. Minister of Railway will consider all these things and do a favour to the State of Kerala by meeting the demands of the people of Kerala.

I request the hon. Railway Minister to understand the real and the living railway problems of Kerala and take immediate steps to solve them.

Madam, I support the Railway Budget.

SHRI N DENNIS (Nagercoil) Respected Madam, supporting the Railway Budget I wish to offer a few points.

The hon. Railway Minister has presented a soft, modest and balanced Budget without placing the burden on the common people. I congratulate him for presenting such a good Budget.

Sparing second class passengers and monthly, quarterly season ticket holders of second class and first class from the increase in fare and exemption of 15 commodities of mass consumption from freight increase are the positive aspects of this Budget. Introduction of

15 new trains; increase in the other notable features of this Budget.

The increase in fare and freight charges has been necessitated to meet in increase in the price of petroleum products and also to carry out expansion and modernisation programmes.

As far as Tamil Nadu is concerned, the people of Tamil Nadu have been disappointed with the Budget proposals. The interest of Tamil Nadu has been ignored. Several demands have been put forward by the people of Tamil Nadu for additional allocation of funds, inclusion of projects and gauge conversion. Full justice has not been done to Tamil Nadu in Budget.

The train service between Jaipur and Madras in the only new train to Tamil Nadu. It cannot be said that this train is passing through Tamil Nadu. Immediately about one hour after on entering Tamil Nadu, it reached Madras which is northern part of Tamil Nadu. So, it cannot be taken as a new train to Tamil Nadu.

Regarding Madras Rapid Transit Project, it took 13 years for completing twelve kilo metre line Beach Luz stage and the next stage of expansion is Luz-Velachery. I would like to bring to the notice of the hon. Railway Minister that adequate allocation has to be provided for the completion of this project at the earliest.

One of the most important grievances and demands of the people of Tamil Nadu — is the conversion of metre gauge railway line, Madras-Tambaram-Trichy-Dindigul, into broad gauge railway line.

About three years back, the metre gauge rail service operation was given up in this metre gauge route. This train was passing from Madras to Tirunelveli, Touching the most important towns of Tamil Nadu such as Villupuram, Trichy, Madurai and other important places. But since this facility is discontinued, there is a lot of trouble and inconvenience to the passengers and also to the common people. So this conversion meter-gauge line from Madras, Tambaram to Dindigul has to be done immediately without delay. It is the shortest distance from Madras to the southern part of Tamil Nadu, Kanyakumari which is on the southern end. It touches the most important place, and towns of Tamil Nadu. So providing a broad gauge line along the previous metre gauge line is a necessity and it has to be done without any delay with adequate allocation. The distance is also shorter from Kanyakumari to Madras. Thus this route would save time and money.

There is one more metre gauge line which should be speeded up with conversion into broad gauge, i.e. from Virundhunagar to Quilon, touching Sivakasi, Rajapalayam and Srivilliputtur. This also has to be done at the earliest.

A day express from Madras to Kanyakumari via Salem and Dindigul and vice-versa was proposed but it was not put to action so far. There is a persistent demand from the passengers and others for the

operation of such a day express from Madras to Kanyakumari and from Kanyakumari to Madras

There is a proposal for the operation of trains touching important pilgrim centres such as Tirupathy, Amritsar and Banaras. It is a welcome decision but Madurai, Ramanathapuram and Kanyakumari are left out. These places are important pilgrim centres and so they have to be included in that. As far as Rajdhani Express Trains, touching the metropolitan cities are concerned, there is daily services from Delhi-Mumbai, from Delhi to Calcutta, Delhi-Madras Rajdhani Express iron exception. So, the Rajdhani Express running between Delhi and Madras, has to be made a daily service.

Regarding Kanyakumari, this is the southern most end of our country. There is no direct railway service between Kanyakumari and the national capital, New Delhi. Kanyakumari is both a national and international tourist centre, it is a pilgrim centre too, a large number of tourists and passengers are visiting this tourist spot daily.

For promoting national integration also, it is highly essential to operate more and more express train services between Kanyakumari and other important cities of this country, namely, Delhi the national capital, Calcutta and other places.

Now there is a possibility for railway services though western side, i.e. Trivandrum side and also through Tirunelveli side. For the operation of trains from Kanyakumari to other parts of such as, Delhi and Calcutta, the distance is short through Tirunelveli and such operation can be made at the earliest. This would save time, and expenses.

Negercoil-Mumbai Express via Madurai is now proposed to be a tri-weekly. It is a popular train and it can be made a daily service.

It is convenient for the people of Tamil Nadu to go to Bombay from Tamil Nadu. Several passengers are travelling by it. It is a very popular train and it can be made a daily service.

Now, instead of operating more and more train services from Kanyakumari, Trains already operating from Kanyakumari have been taken away. Kanoor Express which was operating from Kanyakumari previously is now shifted to Trivandrum. It to be reported from Kanyakumari. The passengers are facing a lot of difficulties without such a train. Guwahati-Trivandrum Express which was intended for Kanyakumari with the name "Vivekananda Express", reminding the memories of Swami Vivekananda, who meditated in Kanyakumari, has to be operated between Guwahati and Kanyakumari. Ahmedabad-Trivandrum Express has to be extended upto Kanyakumari. Coramandal Express can be extended upto kanyakumari via Madurai. Kanyakumari is a terminus station. It is not adequately utilised. It is a national terminus. It has 78 acres of land

It has to be improved it is now functioning only like a way-side station. It has to be improved as a national terminus station with full facilities for operation of express trains and other trains.

There is a continuous demand for providing a coaching complex at Nagarcoil where there are 98 acres of land, water and electricity, and other infrastructural facilities are available there. Moreover, there are request from the people of the area that railway stations are not provided at Thengankuzhy and Parvathypuram in the Trivandrum-Kanyakumari railway line. These are important place where railway stations have to be provided. Eraniei should be made as a stopping station for all trains including express trains. Padmanabhapuram Palace, Indian Rare Earths factory, the Neyyoor Hospital and Monday Market are located near Eraniei.

Sir, I would like to bring to the notice of the hon. Minister another important point and that is about the manning of the level crossing. Now, the responsibility is thrust on the local bodies and State Governments for manning the level crossing. That is not correct. The Railway Department has to man the level crossings by allocating more funds for this purpose.

Now, conflicting practices are followed in the operation of vehicles though unmanned level crossings. In certain unmanned level crossings, vehicles are permitted to pass though while in some other unmanned level crossings, vehicles are not permitted to pass through. (*Interruptions*) Palliady on the Trivandrum, Kanya Kumari railway line is one of the important places where an unmanned level crossing is there. But the railway authorities are not permitting the vehicles to pass through that level crossing.

Now the position is that the vehicles are not permitted to pass through that level crossing and it is not manned also. So, the vehicles as well as the passengers are put to a lot of difficulty and inconvenience. There is a overhead footpath close to the level crossing this overhead footpath, to has to be converted into an overbridge the expenditure involved in not high. There are representations also from the common people in this regard.

Computerised reservation facility at Nagarcoil and Kanyakumari has to be provided immediately because of the importance of these station.

MR. CHAIRMAN: Now please conclude. It is taking quite a long time. I allowed you this much time.

SHRI N. DENNIS: I am going to conclude. Madam.

Electrification of Railway line between Ernakulam and Kanyakumari has to be done immediately. Doubling of the railway line between Kanyakumari and Trivandrum has also to be done.

Now I shall touch upon one or two general matters. Immediately after the work on a project is over, the

casual workers working in that project are relieved and they become unemployed. These casual workers have to be accommodated in some other project, instead of sending them out, and after that they have to be regularised.

The running time of trains should not be less than the running time of the bus service for the same distance.

The second class train fare should be at par with the bus fare and not more than that.

Shower-bath facilities are not provided in second class A.C. coaches. The difference that has to be provided in second class and upper class has to be narrowed down.

There is no arrangement for proper light, latrine and cleanliness in second class railway coaches. Railway stations in rural areas are kept in a bad condition. There are no bathing facilities or waiting halls and no proper reservation facilities.

When a train reaches a particular terminus, it has to be cleaned before the passenger are made to board. But the passengers are boarded even before the train is cleaned.

Lastly, I would like to say that punctuality in the running of trains has to be observed. There are delays of hours in the case of certain long distance trains and the passengers are facing a lot of difficulty and inconvenience because of this. So, that has to be corrected.

MR. CHAIRMAN : The next speaker is Shri M. Jagannath.

(Interruptions)

MR. CHAIRMAN : See, I was given a list by the Deputy Speaker and I am trying my level best to go by that list.

(Interruptions)

PROF. P.J. KURIEN (Mavelikara) : The names are to be called in this order, one Member from the U.F., one member from the Opposition and one Member from the Congress...*(Interruptions)*

SHRI E. AHAMED (Manjeri) : You are speaking only of U.F. and Congress. What about other parties...*(Interruptions)*

MR. CHAIRMAN : From TDP nobody has spoken as yet. So, are they not to be given a chance?

(Interruptions)

PROF. P.J. KURIEN : Madam, please allow some Congress Members also...*(Interruptions)*

MR. CHAIRMAN : From the B.J.P. many have spoken and many will be speaking. Nobody has spoken from the Telugu Desam party. Can I not call them?

DR. GIRIJA VYAS (Udaipur) : Madam, it is not fair...*(Interruptions)*

SHRI E. AHAMED : You are asking only for the Opposition and the Congress. What about smaller parties?...*(Interruptions)*

MR. CHAIRMAN : From the Telugu Desam nobody has spoken as yet. Can they not be given time?

PROF. P.J. KURIEN : Madam, he is the fifth person speaking continuously from that side. There should be rotation system in this.

MR. CHAIRMAN : Rotation is here. The question is not of States but the question is of parties. It depends on the Whips as to how they have arranged their speakers. It was upto the Whip of your party.

(Interruptions)

SHRI P.C. CHACKO (Mukundapuram) : Madam it is not the point. You are not observing the rotation system.

MR. CHAIRMAN : I have tried my level best to put one after the other. No Member from that Party did speak till now. So, naturally I have called one Member from that Party.

SHRI P.C. CHACKO : Nobody speaks for the second time continuously.

MR. CHAIRMAN : You wait, your turn will also come.

DR. M. JAGANNATH (Nagarkurnool) : Madam, nobody participated in the debate from the Telugu Desam...*(Interruptions)*

MR. CHAIRMAN : What can I do? Both of you speak together.

(Interruptions)

SHRI P.C. CHACKO : Madam, nobody speaks from the same side second time. Please observe rotation.

MR. CHAIRMAN : Let us not waste time. It is the best thing to do. We can quickly go over the list.

PROF. P.J. KURIEN : Our Party should get the chance. It is the question of back-benchers also.

MR. CHAIRMAN : Dr. Jagannath, you speak.

DR. M. JAGANNATH : Madam Chairperson, first of all I would like to compliment the hon. Prime Minister Shri H.D. Deve Gowda and the hon. Minister of Railways Shri Ram Vilas Paswan for presenting a balanced Budget...*(Interruptions)*

SHRI SATYA PAL JAIN (Chandigarh) : Madam, you fix up the time...*(Interruptions)*

MR. CHAIRMAN : Shri Jagannath, wait for a minute. Shri Jain, when your people spoke there was no time limit. When somebody else speak you say there should be time limit. I will not do that. I will try my level best to accommodate all.

(Interruptions)

SHRI SATYA PAL JAIN : Madam, I am only asking for all; from both the sides. You give ten minutes to each.

MR. CHAIRMAN : I request all the members to be within the time. It is for you people to cooperate.

SHRI SATYA PAL JAIN : You give ten minutes to all - from this side and that side. Otherwise the list will not be completed. Only senior Members will speak and we will not get time.

DR. M. JAGANNATH : When you took one hour there was no objection...*(Interruptions)*

MR. CHAIRMAN : What can I do? I tried to stop Shri Dennis also.

PROF. P.J. KURIEN : The rule must be the same for all.

MR. CHAIRMAN : Prof. Kurien, you come here and try.

Dr. Jagannath, please start your speech.

PROF. P.J. KURIEN : Madam, it is the United Front Government. The views of the United Front are coming again and again. As per the parliamentary procedure there should be some balancing. Only one-sided arguments are coming. Please allow somebody from this side.

MR. CHAIRMAN : Prof. Kurien, please take your seat. I have called him and I told the reason also

PROF. P.J. KURIEN : That reason is not fair.

MR. CHAIRMAN : You may not agree. Unfortunately, I am in the Chair at the moment.

PROF. P.J. KURIEN : Continuously the ruling Party is getting the chance. Nobody from the Opposition and Congress is getting a chance.

MR. CHAIRMAN : Prof. Kurien, you bring a No-Confidence against the Chair. I will allow that.

(Interruptions)

PROF. P.J. KURIEN : Madam, I have very great respect for the Chair.

MR. CHAIRMAN : Let us not waste the time of the House. Shri Jagannath may start now.

DR. M. JAGANNATH : Madam Chairperson, I would like to compliment the hon. Prime Minister Shri H.D. Deve Gowda and the hon. Minister of Railways Shri Ram Vilas Paswan for presenting a balanced Railway Budget. I also compliment the hon. Minister of Railways Shri Ram vilas Paswan for giving importance to the most inaccessible parts of the country, that is the North Eastern States.

I also compliment him for exempting the second class passengers from the price hike and also giving concessions to the physically handicapped persons. The proposed hike for the upper class is not much as

the rich people can easily afford it. However, I would like to make an appeal to the hon. Minister. He has not increased the fare of Sleeper class in mail or express trains upto a distance of 200 kilometres only. I would request him to extend this concession upto a distance of 400 kilometres. This will go a long way in giving great relief to the poorer sections of the society who are compelled to move to long distances to earn their livelihood.

I would also like to mention that a lot of injustice has been meted out to Andhra Pradesh by not proposing any new railway line and also in the matter of budgetary allocation. Even clearance has not been given to the lines already asked for by the representatives of the local people. No new trains have been proposed from Andhra Pradesh or reaching Andhra Pradesh. Out of the six new zones proposed, Andhra Pradesh is ignored although the railway transport system in that State deserves reconsideration.

For example, though the budgetary allocations for Peddapalli-Karimnagar line was Rs 4 crore previously, this year it is Rs.2.2 only. I request the Railway Minister to increase it to Rs.25 crore so that the first phase of 35 kilometres can be finished in a time-bound programme. Then, the work on Tirupati-Katpadi line is going in a very slow manner. I request the hon. Minister of Railways to expedite this work so that it can be completed under a time-bound programme.

I am pained to point out that though the survey has already been undertaken for railway lines from Machera to Raichur via Nagarkurnool and Gadwal, and Vikarabad to Krishna via Pargi and Kosgi, no projects have been cleared. They are the most backward areas of Andhra Pradesh where there is no adequate transport system. I, therefore, appeal to expedite the early sanctioning of the above projects. I am also requesting to give priority to the existing and sanctioned projects of Andhra Pradesh by allocating adequate funds during the current financial year and frame a time-bound programme for completing the projects already sanctioned for Andhra Pradesh.

I am also requesting the hon. Minister of Railways to start new trains, that is, the start one Rajdhani Express and one Shatabadi Express because they are not there to our Andhra Pradesh State capital. I also request the hon. Railway Minister to convert Visakhapatnam-Nizamuddin Link Express into a super fast train or introduce a new train. The hon. Minister of Railways said in his Budget speech that to encourage tourism there is a provision for five trains-Palace on Wheels and others-but only two trains are existing. I request the hon. Minister to provide one such train for South Central Railway Zone.

With this, I conclude my speech

[Translation]

DR. GIRIJA VYAS (Udaipur) : Madam, I am grateful to you for giving me an opportunity to speak. I also want to express my anger, my agony before the Railway Minister. But first of all, I want to express my thanks to him for not hiking railway fare in the current Railway Budget presented in this House. Some hike has been made in the railway freights but it is the minimum. I also thank him for his announcement for introducing 15 new trains, for introducing 5 tourist travel trains to promote tourism and setting up a few a new Railway zones.

Throughout the country, more than 7700 trains carry more than 10 crore passengers daily and pass through 7730 Railway stations which is the symbol of unity and integrity of the country. I don't know how many of you travel by trains but I have devoted half of my life to railways and if there is any institution which can inculcate the sense of unity, integrity and communal harmony, it is the Railways which transports passengers from one place to another. The Indian Railways has a daily goods traffic of 11 lakh tonne and it is manned 16 lakh employees.

Each Railway employee, officer and the hon'ble Minister himself deserve congratulations for endeavouring for national unity.

Railways is the most important instrument of reducing regional and economic imbalance in the country. It is the cheapest and safe means of transport. There are very few chances of occurring accidents. Nobody can deny this. The incidence of accidents in Indian Railways is the lowest compared to that of the USA, Russia, Mexico and China. Therefore, Railways deserve priority even today. The hon'ble Prime Minister has repeatedly said that the budget would be poor oriented. As for budget provisions, a sum of Rs.220 55 crore has been provided for construction new tracks as against the provision of Rs.28171 Crore made in 1995-96 for gauge conversion, a sum of Rs.220 55 crore has been provided as against the provision of Rs.1174.97 crore made by our Government last year. The provision for rolling stock has been reduced from Rs.2030 56 crore to Rs.1630.56 crore. The total plan expenditure has been brought down from Rs.5573 crore to Rs.5380 crore. This creates a doubt in my mind how with this meagre amount we will achieve the height of development? How will we be able to promote communal harmony and tourism? How we will be able to carry out welfare measures and how the good traffic will be augmented?

I would plead with the hon'ble Minister not to depend only on budgetary support. The railways have been functioning for the last 150 years. They would have to tag their own resources. Yesterday, some hon'ble members made a point that railways will have to give priority to carriage of goods. The National Traffic Policy announced in 1980 provided that the Railway and Surface Transport should contribute in the ratio of 78:22

in matter of carriage of goods. But we observe that railways contribution in goods and passenger traffic is continuously declining. In 1950-51 the railways had a share of 89 per cent in the total goods traffic which has come down to a mere 45 per cent today. Only a 5 percent increase in goods traffic has been achieved by 1980. He will not be able to increase it appreciably. Goods traffic increased slightly in 1995-96 because of broad gauges which ensured timely and speedily arrival of trains. The statistics indicate a decline of 30 percent by 2000. In these circumstances, how railways will be able to lay more tracks? How will it be a profitable enterprise? I have my own doubts.

The statistics of the USA, Russia and China indicate that they accord priority to goods traffic while Japan and France have preference for passenger traffic. India is a country which is passenger oriented from output point of view and freight oriented from revenue point of view. The Railways have to consider this. I would request the hon'ble Minister to reduce the 10 percent increase in freight and direct his officers to prepare a specific policy in this regard. The goods bogies never arrive on time because of complacency of the railways. The average speed of goods trains remains 25-30 Km per hour and sometimes less. Then, how can we give priority to freights and this is the reason for increase in the incidence of Surface Transport, increase in the accident percentage. The railways will have to be more serious and pragmatic in that regard.

Madam, the hon. Minister has not made any provision for new rail tracks. The railway lines laid since British days are in dilapidated condition for which we can only express our sorrow. If new rail lines are not laid, we will not be able to create employment potential which mean the proper people will get employment to earn their livelihood. We can make the railways efficient only by reorientation of our policy. The hon. Minister should take note of two points first, the policy should be freight oriented. This will make a lot of difference. I thank him for introducing five train from tourism angle. He should not entertain inferiority complex for providing for more new trains for Bihar. But I am sorry to say that Buddhist sector has not been taken care of in his tourism oriented policy. This will cause great loss to the country.

Madam, when I was in charge of Tourism Ministry, Shri Rajiv Gandhi asked me to visit Buddhist countries and I visited those countries. They were prepared to extend financial assistance as and when necessary, for new rail tracks, for building new coaches to facilitate pilgrimage to Buddhist centers in India, provided we start train services from these places. He has proposed many new trains from tourism point of view. It is absolutely necessary to start a new trains connecting Buddhist sector so that the foreign Buddhist traffic gets direct approach to Buddhist sector.

SHRI RAM VILAS PASWAN : In which Buddhist Sector?

DR. GIRIJA VYAS : In Bihar.

SHRI RAM VILAS PASWAN : At which place in Bihar?

DR. GIRIJA VYAS : In the entire Budhist sector of Bihar. There are five - six places there. It should be on the pattern of 'Palace-on-wheel' which covers entire Rajasthan.

He will have to introduce some more trains from budget tourism point of view. Tourist from West Bengal come to Rajasthan to see particularly the Mewar region. There are local tourist, domestic tourists. All have to be attracted. It will increase his revenue.

There is lack of sufficient air reservation facilities for foreign tourists. They cannot afford night-stay charges. The Railways will have to think for these budget tourist also so that they are not required to stay at night and can go straight to their destination and see that tourist places. Such a thinking is required.

Madam, tourism is either sector based or theme-based. The Railway cannot accord priority to theme-based tourism but can give priority to sector based tourism such as Palaces-of-India, Forests of India and Temples of India and all the sectors of the areas can be included in the tourist oriented train scheme.

Madam, I have referred Palace on wheel. We had placed a proposal before Shri Rajiv Gandhi and he immediately accepted it and sanctioned money for the creation of Palace on wheel which meets the need of both theme based tourism and sector based tourism of Rajasthan. from sector based tourism angle, he has to take into account three or four things. One is Golden Candle which covers Delhi, Agra and Jaipur. A new train should be introduced for this sector which should terminate at Agra the whole day and start for Jaipur at night. Next day it can stay at Jaipur and in the night it can return to Delhi from Jaipur. This will provide full days to the tourists to see important places in Agra and Jaipur. Second sector is Buddhist sector, which I referred to a little earlier and third can be the beaches sector. Many tourists are attracted by beautiful beaches. He can include Orrisa and Madras in this beaches' sector. Train should be introduced for connecting these beaches.

Madam, senior citizens and some foreign tourists are always attracted by our places of pilgrimage. These tourists do not come to India to enjoy 5-star hotel amenities. They come here to associate themselves with our culture and heritage. He will have to include some new provisions for providing new railway link among various places of our pilgrimage. This will also help in increasing railway revenue and also integrate the scattered tourist community. This will also promote communal harmony and strengthen national unity and integration. He must give a new dimension to these proposals. He will have to create a new market for this purpose.

Madam, I would like to request the hon'ble Minister that he should have wide deliberations with economists and tourist experts to bring dynamism in the Railways. Otherwise many difficulties will crop up in the desired development of the railways. Mr. John Naisbitt's has written 'Megatrain'. I would like to quote him about new leverage and influence :

[English]

Mr. John Naisbitt's said the following words and I quote :-

"In stable eras, everything has a name and everything knows its place and new players can leverage very little. But in times of great change, of great uncertainty those who have a vision of what the future could look like, have extraordinary leverage and influence?"

[Translation]

So he will have to adopt a new approach.

15.00 hrs.

Now I come to my area. Many jobs are done only on papers. I would request the hon'ble minister either to amalgamate my region with Bihar or Bihar with my region. There is yet another method we have law of adoption. He can adopt south Rajasthan. Only then can we get some benefit. I a way, Bihar has been very fortunate. It has given us many Railway Ministers such as Kedar Panday, Shri Lalit Narayan Mishra, Shri George Fernandes and now Shri Paswan ji. Now Bihar is definitely... (Interruptions). The name of Shri Jagjivan Ram comes first. Bihar has given Railway Ministers and in turn they have tried to link Bihar with Railway network. It is the misfortune of Rajasthan that no Railway Minister has come from there so far. That is the reason why we are so backward even today. Just now my colleague from Kota was speaking. I would like to caution that the statistics he has given to the Minister are misleading. He was saying that 75 percent of Rajasthan has been linked with railway network which is totally wrong. In 1853 the then British Government constructed a railway line between Doli Nasirabad and Jodhpur for the movement of military. Thereafter, the rulers of Udaipur, Jodhpur, Jaipur, Bikaner and Dholpur constructed their own lines. The Railways and BSF have together completed 100 km. border railway line. Railways have not given us much. The southern and eastern areas of Rajasthan are still deprived of these facilities. He can verify this from the railways map. The Railway officers draw lines on the maps and indicate broad gauge, metergauge and narrow gauge lines. They have no practical experience of arduous journey of second class. The doctors counsel the heart patients by saying 'No hurry, no worry. No hurry'. What have we been given by the Railways?

Udaipur is only 740 Km. from here and it takes 22 hours to reach Udaipur.

The hon'ble Minister should travel with us in dilapidated bogies not in his special bogie. He can compare the 1st class coaches with bullock carts. Only one 11nd Class A.C. provided long ago remains out of order for all the time and we have to travel sweating. He would realise the difficulty only when he gets down at Udaipur station and bears the abuses of the passengers as a public representative. The tribals of Banswara and Dungarpur have not even seen the train. They come to Udaipur only to see a train this region is still cut off from Railway network...*(Interruptions)* I am blaming them also. The Congress also did not do anything and that is why I staged a dharna against my own Government. I did not forgive them even. What I am saying is that we have suffered because of the complacency of the officers. They misguide the Ministers. The Pink city starts in the morning and arrives at 12 midnight. That is why we counsel the heart patients 'no hurry, no worry and no curry'. Even tea is not available in between. This is the sort of new train railways have introduced.

Last year, Orrisa was connected with new railway line. Availability of Minerals in abundance was given as justification. These mineral are also found in southern region of Rajasthan. Two minerals are found in Eastern region of Rajasthan. 100 percent Zinc is in Udaipur. 100 percent raw Phosphate, 99 percent Maride, 90 percent granite and 10 percent Silver is mined from there. Now mining of Gold has also started. Besides, Lead, copper and many other minerals are found there. But the Railway Administration agrees that the area is not fully viable. In the circumstances, I would say...*(Interruptions)* I am speaking for the first time. I have never spoken on railway budget before. So I should be given more time. The construction of Rajasthan canal on eastern side of Rajasthan is going to promote colonisation and conversion of the track into broad gauge is also necessary.

I do not want to take much time. I would like only to urge that the schemes started by previous Government should be implemented. Shri Kalmadi ji had inaugurated broad gauge. The work could not progress on this line because his officers are unaware of this projects. The Palace on Wheels trains was started from Udaipur. But today udaipur is not receiving benefit of the services of this train. Had he been in my place what would he do? No train has been introduced between Udaipur and Delhi during the last thirty years. Nor is there any direct train between Udaipur and Mumbai. The Ahmedabad-Udaipur train is hauled by steam engine and it covers 220 Km distance in 12-14 hours. The smoke emitted by the engine spoils the bedding of front 1st class bogie. I would like the Minister to travel by this train and see himself what is happening in southern area of Rajasthan. I would request him to take necessary steps for dissclisation of this train.

I would request the hon'ble Minister to introduce some new trains. A survey for new track between Udaipur and Delhi and Udaipur-Neemuch-Ballabhnagar should be conducted. The Udaipur-Jodhpur line is very old. The rails on this line are being disseminated and taken away. Only the flag stations are there. This should be checked. The survey for Nathdwara-Toda-Raising Sahab track has been completed and the track should be laid for Ahmedabad, as I said, only diesel hauled train is required. But unless Ajmer-Udaipur-Bhilwara-Chittor are linked with broad gauge for which inauguration has also been done, the travel will continue to take us 22 hours. A promised by him the other day, the Jaipur-Chittor sector should be linked in the first phase and thereafter Chittor and Ajmer should be linked via Bhilwara so that we have the facility of visiting Udaipur and Mumbai. What sins have we committed? We give you the maximum finance, provide maximum minerals, attract maximum number of tourist and provide maximum support and even then if he continues to treat us in this way, how long will we tolerate it? That is why I had said whether I should start my speech by thanking him or by expressing my anger. I had started my speech by thanking him and now I conclude with anger and a end with this couplet.

Woh jo vade se mukar jayega

Asmanon se utar jayega

Jakhm Chehre ka hansega us par

Aina dekhkar woh dar jayega.

What I mean to say is if he does not honour his promise, he will lower his prestige, loose his respect in our eyes. He must consider the points made by me seriously and sympathetically.

SHRI RAMBAHADUR SINGH (Maharajganj) : Madam, during his visit to his constituency in Bihar after assuming the charge of the Ministry of Railways, the hon'ble Minister made many announcements. One of the announcement was that the areas so far neglected will get full attention and their aspirations would be fulfilled. I am happy to note that he has tried to incorporate most of his announcements in the Railway Budget which he has presented to this House. But I would like to point out certain disparities which go against his announcements and his concept. May be, these things confrom to the mentality of the big officers of the Ministry. I am not saying this by way of complaints. I want to simply request him to keep our suggestions in mind and give positive respponse while replying to the debate. In North Bihar Maharajganj, which is my Parliamentary constituency, has a special place among the trade centres. Various goods particularly gur, jute and jute articles are exported to every corner of the country and the Britishers connected Maharajganj with railway line keeping these things in view. Unfortunately, in 1981-82 Maharajganj was delinked from the railway network during the gauge conversion between Barabanki and Katihar. When the local people launched

agitation then they were that Maharajganj will not be deprived of railway facility permanently. It would be relinked with railway network after completion of the job of gauge conversion. But it has not been linked with railway line so far. The net result is that the area has lost its economic viability by 25-30 percent.

In 1989-90 the Railway Ministry approved linking of not only of Maharajganj but Mushrak also. Survey was conducted but we don't know the result thereof. I have received the information that the Government, the Ministry say that this line is not viable. The honourable Minister has said many a times that they would not take into account the viability or non viability for railway links. He would work above these lines, because sometimes, a rail line which appears to be uneconomical otherwise becomes viable. But where is the justice when we have been deprived of the old railway facility we were enjoying since British Raj. I would request him not to allow these considerations to come in the way of restoring our old facility.

Secondly, in my parliamentary constituency we have a famous place of pilgrimage Mahendranath, which is visited throughout the year by the pilgrims from Uttar Pradesh, Central Bihar, North Bihar and Nepal. Some king of Nepal had constructed a temple there after the Sunoli Treaty and therefore, the people of Nepal have a special reverence for this temple. The Mahendranath halt was constructed from where the people used to board and alight the trains. But the halt was suddenly withdrawn and the trains did not stop there. The people were surprised to see this. As per the information I have received, the individual who was allotted the halt for running on contract basis suddenly gave in writing that the halt was not viable and he would not run it. I know, it is financially viable. The halt should be restored, the people of the area and particularly the pilgrims of other areas are encountering great difficulty.

There was yet another facility which has been withdrawn. Booking of goods used to be done at Daramuda station. This booking facilities was withdrawn and attached to other station. The traders are greatly inconvenienced. I would request that this facility should be restored. Otherwise, we will take it that justice is not being done to us and he is double facet.

Sir, I would like to strike a note of caution. There is Rivalganj-Ghat railway station in Chapra-Manjhi section under Varanasi Division. It is in existence since British rule. Now I understand this station is proposed to be closed down. This arbitrariness on the part of the rulers should stop. This Station should not be closed. It will create lot of difficulties for the people.

There has been a long standing demand for a new railway line between Muzaffarnagar and Gorakhpur of its gauge conversion. The work is lying incomplete. It should be completed. The progress of construction of the road-cum-railway bridge on the Gandak is very slow. I would request him to expedite its completion. I will

facilitate operation of trains on Muzaffarpur-Gorakhpur section.

The Ministry of Railways frequently write to local authorities not permit trains to carry passengers more than that authorised capacity. But these orders are not implemented. The Vaishali train which runs between Delhi and Barauni is an example. It has a passenger capacity of 1200, but double number is issued tickets and another thousands and kept on waiting list. The passengers are compelled to buy the ticket against this list. There are orders that a T.T.E. must bring two penalty cases to augment railway revenue. Therefore, the T.T.E.s pounced open Vaishali passengers like the vultures pounce on a deadbody. They extort money from them mercilessly but the passenger do not get sitting space even in toilets. It is obvious that more tickets are booked deliberately to earn money. I would request the hon. Minister to free passengers from this harassment. This can be done by introducing one or two additional trains, one hour before or one hour after the Vaishali train steams off, between Barauni and Delhi, one of which should run via Varanasi.

I would not term the Budget either the Budget for dalits or the Budget for fuidals. I do not want to involve myself in this controversy. I would most humbly request that, if possible, two more general bogies from Barauni and two from Gorakhpur may be added to the Vaishali train. The passengers are stashed in this train like salt-bags. If 200-300 passengers travel in a bogies with the sanctioned capacity of 72 passengers, naturally one will feel suffocated. People travel while standing on one foot. The passengers travelling by this train are mostly from the poorer section of the society. Those who travel with reservation have some relief but there is not much difference between the two. The passengers of this train are mostly from Dalit Category and sons it depends on his mercy whether he increase bogies or not. It is said that the platform is small and cannot accommodate more bogies. If this is so, as I have already said, he can introduce a second train between Delhi and Chapra via Varanasi which can start one hour before or one hour after. This will reduce over crowding to some extent and provide relief to the people.

While concluding with these words, I would request him as I have mentioned earlier to restore our old facilities.

SHRI BASANT SINGH KHALSA (Ropar) : Madam Chairperson, I am grateful to you for giving an opportunity to speak on the Railway Budget. I have heard the Budget speech very carefully and also studied it. I feel this Budget will not pinch the common man, instead provide some concessions. The affluent people can pay, can bear the burden and it is Government's obligation to grant some concession to the poor. He has promised in his Budget Speech introduction of many new trains and construction of new lines and I am sure Government will fulfil its commitment. I have been sent

here as a representative by the people of Punjab and I must place before you the requirements of the people of Punjab.

Punjab is a border state and different types of movements are launched there. I will not go into the details as to who are behind these movements but Punjab is a Frontier state whose soldiers fight for the country, defend the country against any foreign aggression. Besides, Punjab supplies food grains to the whole country. But we do not get special trains for movement of 60-70 percent foodgrains contributed by us to the common pool. The foodgrains rot in the trains in the Railway Stations and are rendered unfit for human consumption. Therefore, as request Shri Paswanji to arrange for providing special trains for Punjab for the movement for food grains.

Then, he has not given any new line to us. Punjab has not got any new railway line since Independence except from Beas to Govindwal Sahib for which survey has been conducted and some expenditure incurred by previous Government. The hon'ble Minister says that all States will be connected with their capitals by railways. I don't know whether Chandigarh will be given to Punjab or not, this is a separate issue, but efforts are being made to provide Chambu bypass near Rajpura. But I would say that this is not going to benefit our state because Punjab's territorial jurisdiction commences from beyond Rajpura. This will not provide any benefit to Amritsar, Bhatinda, Gurdaspur and Kapurthala. The Chambu bypass is being provided to divert the traffic rush of Ambala. No effort has been made to connect bypass with the headquarters. The hon'ble Minister had convened a meeting which we also attended in which an unanimous opinion was expressed that there should be a direct train between Ludhiana and Chandigarh. He had agreed to the proposal and we are thankful to him. But his Budget Speech does not assure the Punjab People and, therefore I want a categorical assurance from him now and here.

Madam, Golden Temple is the holiest religious place for us. Paswanji and our Prime Minister had paid a visit to the Golden Temple. They also visited the Durgiana Temple. We have the oldest demand for running an Express train after the name of the Golden Temple. The Frontier Mail operators from Amritsar which is a frontier city I would request him to name this frontier mail as the Golden Temple Express. Peoples' sentiment particularly the sentiments of Sikh community are attached to the Golden Temple. We have raised this demand in this House many times but no attention has been paid so far. I hope Paswanji will surely accept this demand and run an Express train by the name of Amritsar Golden Temple Express.

SHRI S P JAISWAL (Varansani) : The Minister is eager to say something. But he will express his views when he replies the debate.

MR. CHAIRMAN : You please sit down. The Minister is aware of it.

SHRI BASANT SINGH KHALSA : Madam, I would like to make a point about the progress of the country and particularly of Punjab. The Railways have two Coach factories-one is at Kapurthala and other is at Patiala. I would like that these factories should be diversified so as to create greater employment potential for the local people. More railway Wagons should be built there. This will benefit Punjab and the country as a whole.

Our State is predominantly an agricultural state but it always faces Power Shortages because the Thermal Power Plant do not get adequate Coal Supply. Yesterday, hon'ble Prime Minister and the Coal Minister assured us of adequate coal supply but the fact is that these thermal Power Plants face frequent closure. I would like to seek an assurance from the hon'ble Railway Minister that there will be no shortage of wagons for loading coal. He must take care of the supply of coal.

There is lack of adequate security in the Railways because of which the people are worried very much. I would not like to give an example but these things pinch the people of Punjab. The Leader of Opposition Shri Atal Bihari Vajpayee has also said that in the 1984 riots in the country the unformed people were involved. We joined defence forces for defending our country. It has been discussed here in this House, how where and what happened during these riots. But it is the obligation of the railways to provide security to the Armed forces travelling by the trains. Smt. Rajinder Kaur Bulara has been a member of this House. Her relative Lt. Satyendra Singh Gill who was returning to his duties after availing leave on 1st Nov. 1984 was killed in the running train on the way and he was cremated by the forces in Mathura. He was the only son of his parents but the Government of this Country has not paid any compensation to the members of his family till now. Similar incidents also took place in 1994-95. One Shri Minhas, SP, Paramilitary services belonging to Jalandhar was travelling alongwith his family members. They were attacked in the running train. That is why I say that he must ensure safety of railway passengers.

In my area i.e. Sarhard, Mandi Govindgarh, Khanna, Muranda and Dhuri are the towns where large amount of the iron is produced. I have my headquarters at Khanna. Thereafter comes Murnda and then Kurali and Dhuri. All these towns fall in my constituency. They are situated on both sides of Railway line. People come to Chandigarh from there. We had been demanding for a long time construction of an overbridge. I would request the hon'ble Minister to provide an overbridge there.

15.33 hrs.

(Mr. Deputy Speaker in the Chair)

There is no train between Bhatinda and Dhuri. Nor any train stops there. There is also no train between

Dhuri and Barnala station-from 500 hours to 2000 hours Having regard to the religious sentiments of the people of my constituency I would request that a train should be run from Dhuri to Haridwar A new train is required for Dhuri This is my last request With these words I thank the Minister and also the hon ble Deputy Speaker who included my name in the list I am grateful to him

SHRI SATYA PAL JAIN (Chandigarh) The list of Speaker is very long That is why I had requested earlier that if you allow each Member to take half an hour how will others get time (*Interruptions*) I will therefore suggest you should give ten or fifteen minutes to each Member

MR DEPUTY SPEAKER In this context I would like to say that time has been allotted according to the strength of each Party If one Member takes note of it you take less time the other Members of your Party will also get a chance to speak

SHRI SYED MASUDAL HOSSAIN (Murshidabad) Sir what I am saying is that the members who speak first take their own time and when other members speak you put a limit

MR DEPUTY SPEAKER I always try to see that the hon ble member speaks within the time allotted to him I ring bell I make request to the hon ble Members to finish their Speech within the allotted time

SHRI SYED MASUDAL HOSSAIN If you want to restrict you should put restriction from the first Member All the hon ble Members are equal here (*Interruptions*)

MR DEPUTY SPEAKER The Chair will try to see that the hon ble members to finish their speech within the time limit

[English]

I will be more strict then (*Interruptions*)

SHRI SATYA PAL JAIN Sir it should be applicable to all whether it is this side or that side otherwise we would not be able to speak

[English]

SHRI N K PREMACHANDRAN (Quilon) Respected Deputy Speaker Sir on behalf of the RSP I support the Railway Budget for 1996-97 which the hon Minister of Railways has presented before the House I also extend my heartiest congratulations to the Railway Ministry especially the Railway Minister Paswanji for presenting the people's Budget in the midst of a crisis According to me this is the common man's Budget based on the Common Minimum Programme of the United Front Government

Mr Deputy-Speaker Sir we are aware that the second session of the Eleventh Lok Sabha started with an uproar noise anger and protests because of the price rise of petroleum products But after the Railway Budget was presented before this House and

subsequently the General Budget was presented before the House the House is fully flooded with relief and also happiness because there was no hike in the rates as we had expected when compared to the increase of charges of diesel and other petroleum products Hence, I once again congratulate the Railway Minister for having presented a Budget which does not includes much levy and enhancement of rates over the poor people The basic policy of the United Front Government is reflected in the Budget because the five per cent increase in the railway fare in the affecting the poorer sections and the middle class of the society There is no excess charge in ordinary trains It is also seen that the season ticket holders are exempted from the rate hike and ten per cent has been included for the freight traffic in which essential commodities and for articles are exempted from the hike in the rate In such a case this is a real Budget this is a possible Budget in the present political situation and this Budget should be appreciated beyond all barriers

I am coming to the portions of the Budget My first point the Indian Railway itself The Indian Railways should take its reforms in order to keep pace with the infra structural needs of the country In the year 1994-95 revenue earning freight traffic was 365 million tonnes and in the year 1995-96 it has been enhanced to 390 million tonnes which means an increase of 25 million tonnes between 1994-95 and 1995-96 In the year 1996-97 also we are expecting an increase of 20 million tonnes

Regarding passenger traffic in 1995-96 123 million passengers commuted and in 1996-97 we are expecting a four per cent increase in the case of passengers So the main question to be discussed in the House is whether the Indian Railways is able to meet the requirements and needs of the society of India and whether we are having such an infrastructure That has to be considered first and foremost

My suggestion which I would like to highlight before this House is first and topmost priority should be given to capacity augmentation It should be given because of two reasons Firstly the share of the Indian Railways in the total traffic would amount to the saving of fuel and also lowering the price hike That will be the resulting effect to the growth rate of the traffic in the case of Railways

I would also highlight some of the statistical data It has been noticed that the share of the Railways in the total traffic during 1951-91 and also during the last four years has been coming down That is the share of the Indian Railways the rail traffic when compared to the total traffic has been coming down for the last so many years

It is limited because of capacity constraint My submission before this House is that utmost priority should be given to capacity augmentation The Indian Railways in the Eighth Five Year Plan proposes to

have an increase of five per cent growth in freight traffic which has come down to 0.7 per cent. That is the statistical data. This is due to the priority that has been given to the aspect of gauge conversion. If this present situation continues and if this is the trend which is to be followed, according to experts on the subject who very specifically say that the Indian Railways share of freight traffic would come down to 31 per cent by the year 2001 AD. So, considering all these aspects, my submission before this House, when the Railway Budget is being discussed, is that freight and passenger traffic should be given utmost importance and while giving importance to this aspect, a growth rate of five per cent per year has to be kept in view. Then we could maintain 40 per cent of the total traffic which we are availing now.

Now, I would like to say something regarding the Railway Budget vis-a-vis the State of Kerala about which many of my learned friends have already made certain points. With due respect I would like to submit that for the last four decades the State of Kerala has been neglected and discriminated against by various Governments at the Centre except for two or three years.

I am very happy to say that the Ministry of Railways, in our meeting with him, openly declared that he was very fond of Kerala and he was very eager to hear the problems that he was very fond of Kerala. During the last year, that is, 1995-96 the total budgetary allocation for the State of Kerala was Rs.47 crore. This year it has been increased to Rs.127 crore. I do admit that there has been an increase in the allocation but I would also like to submit that this amount is not sufficient to meet the enormous requirements of the State of Kerala. The passenger traffic in Kerala is too much. The population of the State is also too much. So, considering all these aspects this allocation has to be increased.

Sir, on going through the proposals for starting various new trains, I find that there is a proposal to start 15 new trains during this year. But none of these trains are touching even the borders of Kerala. After the presentation of the Budget we had a meeting with the hon. Railway Minister. We have made certain proposals before the Minister and he also has accepted those proposals informally and assured that two new fast trains would be started for the State of Kerala. We hope that those assurances would be translated into reality and he would declare that it would be fulfilled.

Sir, I would like to mention that when the Budget is being prepared and various things are being allocated, it has to be kept in view that all the States are given their due. I am very proud to say that the Indian Railways play a key role in national integration. The preference that has been accorded to the north-eastern region has been accepted by the whole House. The problems of the neglected areas of India should be appreciated and adequately compensated.

Sir, regarding the frequencies of various trains, I would like to submit that there has been a proposal for the enhancement of frequencies for ten trains. But none of these trains for which this enhancement has been proposed belongs to the State of Kerala. There has been no proposal for any new line in our State. I would like to point out that Rs.316 crore had been allocated to the Southern Railway but still there is no proposal for a new line in Kerala.

Sir, regarding gauge conversion I would like to submit that the only metre gauge line - from Quilon to Shingotta - which is now existing in Kerala has to be converted into broad gauge. That aspect has also been ensured by the hon. Railway Minister. Then I would like to say something about doubling of the tracks. The main problem of the State has been infrastructural facilities. We are demanding new trains but there is no capacity to hold all these things. The doubling of tracks in the Mangalore - Shoranur section and the Trivandrum - Quilon section is necessary. But a very meagre amount has been allocated for this purpose. We want an enhancement of the amount for doubling of these tracks.

Sir, I would also like to say something about the coaches and rakes that are already in Kerala. Old, useless and outdated coaches and rakes are given to our State. As a result of that frequent accidents are taking place. So, this aspect of providing new coaches and modernisation of the entire system has to be looked into.

Many new projects have also been announced by the Railway Minister but there is no new project for the State of Kerala. There is not even a single railway project in the State of Kerala. So, I would like to request the hon. Railway Minister to kindly look into this matter also. Earlier, our Chief Minister, Shri E.K. Nayanar had met the hon. Minister of Railways and openly declared that the State Government would provide all the necessary inputs for having a Railway Coach Factory at Palghat or in any part of our State in Kerala.

Now I would like to comment on the safety aspect of the Railway. I would cite an example before this House of Peruman rail tragedy. An accident took place in Quilon near Parinadu in the year 1988 in which ten bogies of the Island Express fell into river Ashtaudi. In that accident, 185 people died, an inquiry was conducted by the Railway Safety Commissioner, who was actually the chief accused in it, and a report was submitted. Ten bogies of a train fall into the river, 165 persons died, and more than 200 persons were seriously injured whereas after conducting the inquiry the reason for the accident was claimed to be a tornad. That is an insult to the people of Kerala and to the people who had died in the accident. I hope that the 185 souls are now in the air and they are seeing it. Not a single shred of paper had fallen, there was no frown, there was no wind, and there was no disturbance of any sort. It is a densely populated area where tiled houses were there and

thatched houses were there and no damage was caused to any of them. But the report said that the tragedy occurred due to a tornado. It occurred because of a defect in the railway track, but the report was negative about it.

Subsequently, an Expert Committee was set up with six members to inquire into the matter. The Expert Committee had also filed a report and that report very specifically stated that reasons for the accident were multifarious, and they cannot be properly identified, and so, no specific reasons could be stated. The matter is still pending. No action was taken against anybody in the Peruman rail tragedy case. No action was taken to find out as to what was the real cause of the accident. The local people very clearly say that this is due to a defect in the rails. Eight years have already elapsed and the eighth anniversary of the tragedy had also been held on the 8th of this month.

My submission is, proper safety measures should be taken. If there is any lapse on the part of the railway authorities, or on the part of the engineering authorities, stringent action should be taken because they are playing with the lives of the common people, they are playing with the lives of the ordinary people who travel in trains. That is a suggestion which I submit before this House.

I would like to bring to the notice of the hon. Minister of Railways some other problems of my constituency. I come from a constituency where doubling of lines has already been taken up. Places have been acquired for doubling rail lines. A number of roads which fall in the way of the railway line have been permanently closed, and the manned-railway gates were permanently closed. There are various points where foot-overbridges are essential. I can cite a number of examples, but I shall give a list of them in writing and request that they be considered.

15.40 hrs.

(Prof. Rita Verma *in the Chair*)

Another main point which I would like to refer to is the passenger amenities to which no attention is being paid. When a new project for expansion is taken up amenities of the local people and passengers amenities should also be taken into consideration which is not being done now. This is a serious issue and it has to be considered very seriously.

I submit before the hon. Railway Minister that there is a loco-shed in Quilon which is of no use. That needs to be converted into a wagon repair and maintenance depot. These are the submissions which I would like to make before the hon. Minister.

I, on behalf of my Party and myself, once again congratulate the Railway Budget which has not proposed any hike in passenger fares. The 10 per cent hike in freight rates, when compared to the hike in diesel and

petrol prices, is reasonable. Considering the prevailing circumstances, the freight hike is reasonable. It does not affect the poor people and middle class people and so, I support his Budget. While congratulating the hon. Minister of Railways, I once again would like to submit before him through this House that the assurances given to the Members of Parliament in the Conference be fulfilled. We are happy that all the Members of Parliament had been invited to conference. We met the Chairman, Railway Board and the other authorities. We placed our grievances before them which have been heard and examined by the hon. Minister of Railways. He had made certain assurances regarding doubling of lines, and new trains.

We hope that dreams of the people of Kerala and the assurances made before us would be fulfilled by the hon. Minister of Railways. As we know, the editorials in the Malayalam Press have gone to the extent of saying that this is treatment meted out to Kerala is due to the incapability of Members of Parliament from Kerala. I, therefore, urge that this matter has to be looked into urgently. I hope that the assurances will be fulfilled. I, once again, congratulate the hon. Minister of Railways and support this Railway Budget.

With these words, I conclude my speech.

DR. PRABIN CHANDRA SARMA (Guwahati) :
Madam Chairman, I thank you very much for giving me an opportunity to take part in the General Discussion on the Railway Budget. I also make a fervent appeal that I being a new Member and this being my first Budget speech, therefore I request the Chair to give me some amount of time because for the last 50 years nearly, the share of speeches delivered by the hon. Members from Assam is quite limited.

At the very outset, I affirm my congratulations to the hon. Minister of Railways because he has presented a pro-people, a pro-poor and a pro-backward areas Railway Budget and the Budget is definitely having its new phase. It is not a stereotyped Budget and it is a departure from the past. Therefore, I congratulate, on my own and on behalf of my party the hon. Minister of Railways and for that of course, the hon. Prime Minister. This congratulation is not without reasons. This is for the first time probably in the parliamentary history that the North-Eastern Region has been given some importance by the hon. Prime Minister and also by the hon. Minister of Railways. It is considered to be a great achievement by the people of the North-Eastern Region.

I would also like to mention in connection with this Budget that the department of Railways is no less than a very big industry. In industry there is an input and desired output. Whenever the input is desired to that extent the output also should be desired. What we feel is that the desired output is yet to make a mark. Why is it so? I shall try to corroborate with the following few statements

The Railway is the common man's vehicle and it must find its route of mobility, but that mobility has not taken place to the extent of the people's desire. Therefore, I emphasise that the hon. Minister of Railways should take this point into consideration while preparing the future Railway Budgets to improve the performance of the Railways. Now, there are 16 lakh employees in the Railways. It is not a small achievement. It is a very big achievement. It has carried 390 million tonnes of freight traffic. Even then, the Railways are yet to cover many fronts. The hon. Minister of Railways is very dynamic and he has presented a pragmatic Budget, to begin with, and I believe that under his stewardship, these fronts will be covered. What are these fronts? The Railways are yet to be made competitive. Road transport even today is carrying each bigger freight traffic than the Railways.

Therefore, I desire that the Railways must be made competitive if they have to survive as a very big industry are industry of quality.

One very important point that should also be looked into is that the railways carry nearly 4838 million passengers a year but only one person out of 100 passengers move in a train per day. So, this has yet to go a long way in making the Railways a common man vehicle. We must also bear in mind that two-wheeled vehicles can carry three or four or sometimes even ten passengers, the four-wheeled vehicles can carry only seven or eight or even twenty passengers. But this is a multi-wheeled vehicle and it must be made more attractive to the people and must be made more compatible with the progress. Wheel is the symbol of progress.

Now, approximately, only 160 kilometres can be added in length annually as far as railway-lines are concerned. It is because from 1853 onwards, up to 1988 viz. in 47 years, the Britishers built 44 000 kilometres, in the next nearly 50 years, the railways added 10,000 kilometres more and from 1947 for nearly 50 years, the Railways could add only 8 000 kilometres. This not a very big achievement. We desire that the rate of progress or the rate of adding this kilometreage per annum should be increased. It should not be 160 kilometres per year but it should be above 300 kilometres to 400 kilometres a year. Otherwise, we shall not be able to catch the other progressive nations of the world. To make it a common man's vehicles, we emphasise on increasing the level of these railway-lines. Unfortunately time is the casualty at the hands of the Railway workers. This point has been taken note of by many of my Parliamentary member friends. Therefore, I also request that time must never be a casualty and negligences and non-performance of duty by the Railway should be taken care of.

Now let me come to the point regarding neglect of North-Eastern Region and more particularly to Assam. This has been reflected in the speeches of many of my

friends coming from different parts of the country. My feeling is that it is the Railway. Shri Paswan, who, for the first time, has given emphasis that the North-Eastern Region also be included in the Railway map of India. Normally, the Railways terminate at the beginning of the North-Eastern zone.

16.00 hrs.

In 1966, one broad gauge line was open from Raninagar to Bongaigaon and it took more than 20 years to reach Guwahati which is 160 kilometres away from Bongaigaon. If the rate of progress of having Railway lines towards the North-Eastern States by rail heads. Therefore, my request to the hon. Minister of Railways is that the pace of progress should be enhanced for the North-Eastern region so that it can be covered in the Railway Map of the country.

I am very sorry that bureaucrat and technocrat say that the Railway line in the North-Eastern region is non-viable. This word non-viable should be removed from the Railway Budget. It must never be called non-viable when we are considered to be the viable people, worthy and honoured citizens of this country. We should not be shown pity, we should be shown respect because all types of commodities can come from Assam to the rest of the country. If commodities from Assam can find route to the rest of the country then the rail also must find its routes to the North-Eastern region. There cannot be non-viability. It must be made viable and the jugglery of this word, incorporated in the various languages of the bureaucrat, should be removed. Otherwise, the North-Eastern people will feel that they are not only discriminated against but they are being neglected also and that great disparities exist between the North-Eastern people and the rest of the country. These disparities should be removed as far as practicable so that we feel at home.

MR. CHAIRMAN : Pleased be brief.

DR. PRABIN CHANDRA SARMA : The hon. Minister of Railways is very much fond for us but I am very sorry to say that not a single inch of new rail line has been included in the Railway Budget for Assam this year. It has been emphasised that only the old proposals would be materialised during this year. I request the hon. Minister of Railways that the new proposals be also brought in and the original proposals that have been mooted should be given a shape so that this way, the conversion, mostly the gauge conversion, takes place and is completed during this financial year.

While taking into consideration and extension of railway lines to the North-Eastern States, I request the hon. Minister of Railways that due emphasis be given for modernisation of Guwahati Railway Station because all rail lines in the North-Eastern region shall have to cross through Guwahati. Guwahati is not a junction. If the rail line is to go from Guwahati to Shillong and if Guwahati is to be made a junction then all facilities are

to be provided there. So the Railway station and the Railway Headquarters should be accommodated in such a manner that Guwahati can bear the brunt of all the lines to be taken to North-Eastern States.

While taking the railway routes to the North-Eastern States, I request the hon. Minister that the bridge of Bogibeel be constructed at the earliest to reduce the distance of not less than 300 kilometers. The Rangia Railway division, which the hon. Minister had promised to take up, be also constructed this year, with its jurisdiction from Shree Rampur, the western most part of Assam. The gauge conversion from Rangia to Jonai be also incorporated in the Budget. The only route of three kilometres from Kamakhya Railway Station to Pandu Store Depot costing only Rs.3 crore be also include in the year's Budget.

MR. CHAIRMAN : You can discuss these things with the hon. Minister of Railways after you finish your speech.

MR. PROBIN CHANDRA SARMA : There is no railway project to give some incentives to the people of Assam.

I request the hon. Railway Minister of consider meeting up of a coach building factory or such other business organisations from which the local people can find some job. This matter should be also be kindly considered.

The frequency of the Rajdhani Express from Delhi to Guwahati should be increased from three days a week to six days a week and the new railway line touching the major towns of Nagaoun, Jorhat, Sibeagar and Dibrugarh should be considered in the coming plan. Silghat to Suparmukh M.G. line be reopened.

The Railways have to introduce more fast local trains. The facilities in the trains should be improved. This is not only a clamour for most of the Members but also this is also a clamour for all of us. The Railways should be made accident-free. The staff facilities should be improved.

I, once again, pay my compliments to the hon. Railway Minister of giving Assam at least some semblance of honour. It is for this reason I congratulate the hon. Railway Minister and also Chairman for giving some more time to express my viewpoints.

With these words, I conclude my speech, and support this railways budget.

[Translation]

SHRI KARIA MUNDA (Khunti) : Madam, I thank you for giving me an opportunity to speak on the Railway Budget. We can speak on the merits and demerits and for and against this Budget. But I will not like to go into these details and want to come straight to main point.

Bihar is a backward region and the area from which I come is the most backward area and this area has

been totally neglected in the Railway Budget. No new Rail line has been given. No fast train has been provided and no track has been doubled. You will be surprised to know that 90 percent of the revenue received from Bihar is contributed by this area. In spite of this, no attention has been paid to this area and it has been neglected for the last 50 years.

Shri Ram Vilas ji has a great concern for Dalit society and we had hoped that he will make some pondering about this area. But our hopes have been belied... (Interruptions) 40 percent of the total minerals available in India are produced in my region, we have no expectations from the state Government because there has been no Government at all. But the Government of India also neglected this region. I agree that tremendous central investment has been made there. Bokaro, HEC, TATA company and major coalaries are located there. Therefore they don't feel the need of allocating more funds to this region. This has been the attitude of these who have been running the Government in Delhi. The organisation set up there employ not only the people of Bihar but they provide employment to the people of the country and also to foreign nationals. The Bihari people work as labourers, as agriculture workers. No concern has been felt for the area which gives so much of revenue and employment to the country. Much can be said in this regard but I draw the attention of the hon'ble Minister to certain points.

The hon'ble minister had invited us for talks in which we pointed out that earlier two trains, one between Delhi and Chandigarh and other between Tatanagar and Amritsar used to operate but one train has been withdrawn and only one train operates now which has the speed of a bullock cart.

This train takes 30-40 hours to arrive Delhi from Ranchi. There is no question of its running on time. It is a common feature that it gets late by 4 to 6 hours. That is why we had demanded that a direct fast train from Ranchi where many central undertakings such as CCL, BCCL are located, to Delhi and I would request him to consider this demand sympathetically.

Madam, my second submission is that there have been talks during last 20-22 years for doubling and widening of Lohdarga-Ranchi section for meter gauge. But no concrete action has been taken so far. I would request the hon'ble Railway Minister to double the track between Ranchi and Lohdarga and it should be connected with Tori, Chandova. This will reduce the travel by 70 kms in respect of all the trains passing through this section.

Madam, there is yet another railway line namely Ranchi-Girdih line via Hazaribagh which has been surveyed many times. An estimate of Rs 353 crore for this was prepared in 1990-91. But we do not know where the Railway department has kept this file during these years. We can connect three district headquarters namely Ranchi, Giridih, Hazaribagh. The people of

Chota Nagpur will be greatly inconvenienced by this line for going to the Patna bench of Bihar Highcourt. I will request him to take initiative for the construction of Ranchi to Giridih via Hazaribagh Line of which survey had been conducted and estimated outlay sanctioned but file had been misplaced.

Madam, the Ranchi -Rourkela and Madras - Bokaro train is in a dilapidated condition. Even the 1st class compartments do not have windows. The toilets are full of filth and you won't get water beyond Ranchi. This the condition of 1st class Coach. There is an other train between Ranchi and Bokaro and Ranchi and Madras. I would therefore request the Minister to improve the condition of this train and also attach one bogie from Ranchi for Mumbai which can be attached to other train at Rourkela. This will facilitate direct travel to Mumbai.

SHRI RAM VILAS PASWAN : To which train?

SHRI KARIA MUNDA : To Bokaro-Madras train.

Chaipasa is the district head quarters of old Singh bhoom district but Chaipasa has no direct rail link to Tatanagar. The local people are required to visit Tatanagar day and night and therefore a local train should be introduced upto Tata Nagar to provide facilities to daily commuters. Tatas run a Mines train and the commuters can board it only off and on. If Tatanagar, Jamshedpur and Chaipasa are connected by a local train it will be a great relief to the people.

Madam, the Barwari - Chirmiri and Porwa track was surveyed and earthwork had been completed even during British time. At some place, the work of laying rails has been started but the British Government stopped the work because of Independence movement. If this linked track is constructed it will connect Korba and Tori Chandwa which is a Bauxite belt. This area is inhabited by 90 percent tribals and this project can provide employment to them. I would request the hon'ble Minister to construct a Railway track from Barwadhi to Chirmiri.

A workshop was set up at Sini during British period in the name of apprenticeship and production which is though still functioning, is almost dead for want of funds and laxity of management. The workshop does welding job of bridges built over rivers and manufactures many other items. This workshop is on the verge of closure. This is the only workshop in Chota Nagpur where apprenticeship training is imparted and welding job is done. So I request that funds should be provided for this workshop and for its expansion so that job opportunities are provided to the local populace. The condition of various Railway Stations of Bihar is most pitiable while there has been talks of providing model stations for the last many years. The stations of Bihar are not usable. The bathrooms are stinking. I would request that management for cleaning should be made.

The Railway retiring rooms are always found booked. Sometimes they are found occupied by Railway

officers and sometimes by others putting the Rail passengers to great difficulties. They are meant for the passengers and they should get the benefit of these facilities. There are many other preints on which other hon'ble members have already spoken and I would not like to repeat them. We have been provided very small railway line in Chota Nagpur on which work is in progress. But we are not satisfied with this. Bihar feeds the entire country, provides employment and amenities but we remain deprived of all this...*(Interruptions)*

SHRI RAM KRIPAL YADAV (Patna) : You must congratulate him for this.

SHRI KARIA MUNDA : This is the tragedgy that the track is 10m in length Nobody will given thanks for this. He should be concerned about it. There is feasibility of constructing the track. We are not forcing him. If it is included in Government's list and if Government has the will and the Minister has the political will, then this work can be completed.

SHRI RAM VILAS PASWAN : As I had said yesteday, I would like to know the views of the hon'ble members about the renovations and proper maintenance of the Railway Stations which are in bad shape because we cannot improve the situation by appointing any number of departmental Committees. I would seek Members' suggestions as to what should I do in the matter. I have already said that I am prepared to constitute a Committee under the Chairmanship of the hon'ble member. I am prepared to make experiments in the areas where zonal offices or TRM of the Railway Board do not work properly. But I definitely want there must proper maintenance and cleanliness. This is most important. About his second point regarding bad conditions of trains running in tribal areas, I have visited not South Bihar but other tribal belts of the country and I admit that their maintenance is very poor. Most condemned trains are operated in tribal areas. I have given clear instructions to the Railway Board that I will myself conduct a surprise check in the trains being run in tribal areas. We have both good and bad bogies. They should be distributed in equal proportions. It has to be ensured that a particular area is not allotted the entire continent of dilapidated bogies. I myself will monitor this work. This complaint is genuine.

SHRI KARIA MUNDA : Sometime back he undertook 'Padyatra' of Chota Nagpur and at that time the people of Koladhira village met him and he had assured the villagers that he would try to open a Railway Station at their village. A survey has been conducted but his Ministry has not issued orders for opening the station and that is why it is not being constructed.

Singhboom is predominantly a vegetable growing area and the vegetables get perished because of non availability of buses and trucks and the vegetable growers do not get as much profit as they should get. If a railway line is provided there it will greatly facilitate these people. A local train should be run between

Tatanagar and Chhalbasa to facilitate smooth movement of passengers. This is a petty work and does not involve big outlay. He had given them assurance in this regard. It will be a favour to us if sanction is communicated by the Railway Ministry in this regard.

I hope he will consider sympathetically 8-9 demands I have made and solve our problems.

[English]

PROF. P.J. KURIEN (Mavelikara) : Thank you Madam. I rise to support the Budget presented by the hon. Railway Minister, of course, with certain ifs and buts. In his speech, he has said that within a short span of time, he could not contact all the Members of Parliament to ascertain their views. Therefore, he could not include in the budget proposals many of the important proposals which otherwise should have been included. But he has said that he would consider those proposals, lines and schemes at the time of Supplementary Demands. I take it as a commitment because it is a commitment given on the floor or the House. Therefore, even though we have certain grievances, we cannot but support his Budget because we believe that he will fulfil the commitments made to this House.

In his speech, the Railway Minister has narrated the development of the Railways from the year 1863 till date. He has also mentioned the vast development that has taken place over the years. I would like to quote from his speech. He had said :

"In the last fifteen years, it has increased its output very fast and has made special contribution in the country's economic progress. In 1950-51, the Railways used to transport 1284 million passengers which, in 1995-96, has increased to 4309 million - that means a four-fold increase"

Similarly, in the case of transportation of revenue earning freight traffic, the figure has increased from 73 million tonne in 1950-51 to 390 million tonnes in 1995-96. It is a five-fold or five hundred per cent. Therefore, to say that over the last 50 years not much has been done or not much progress is there is to turn a deaf ear to the realities and factual figures.

Madam, the hon. Minister has presented a very satisfactory picture of the performance of the Railways in the last year. I would like to quote from his own speech. He said :

"In 1995-96, there was record increase in freight leading and 390 million tonnes of revenue earning freight traffic was loaded. Increase of 25 million tonnes in one year's loading is better than any increase in the previous years."

That is about the freight traffic. Again, with regard to financial performance, he says and I quote :

"The financial performance of the Indian

Railways in 1995-96 was unprecedented and set new standards. The records established in the growth of goods and passenger traffic had a favourable impact on the financial well-being of the Indian Railways. Railways not only provided Rs. 1,361 crore as dividend to the General Revenues but have also increased their excess from Rs. 2,318 crores as per Revised Estimates, to an actual 'excess' of Rs.2,577 crore."

Therefore, the United Front Government should not fight shy of acknowledging this commendable performance of the Railways in the last year of the previous Government. Why do I mention it? At least some of the speakers tried to present a picture as if nothing has been done. I admit that a lot more have to be done. Much more has to be done. That is not for denying the facts. That is not for not accepting what has been achieved. So, let us acknowledge and accept the achievement.

Madam, I congratulate the Minister of Railways for his approach specially to the backward and undeveloped areas. He has interestingly narrated the Conundrum of hen and egg. Of course, I have a lot of respect for the technocrate and experts and I am not criticising them. However, always these technocrate and experts take a technical view that a railway line in a backward area, for that matter in any area, has to be viable. What is meant by viability? Viability has to be understood in a different way. I fully endorse the hon. Minister's view that first Railways have to go to these far-flung, remote and backward areas where the poor and the weaker sections, the tribals all live. Once the Railways go there, there will be development and only after that that the industry will go there. (Interruptions)

Yes, that is in our manifesto. All of us agree. Only after the Railways go there that the industry will come and development will be there and only after that development that the Railways will get more traffic and more earnings. Therefore, it is not necessary to find a solution to the conundrum whether the hen comes first or the egg comes first. The solution is there. We should take the Railways to these undeveloped and backward areas and that is the responsibility of the Railways as well as the Government to find funds, allocate them for this purpose.

If the Railways cannot find the funds from internal resources, it is for the Government to supplement them by budgetary allocations. (Interruptions)

Please do not interrupt me. I am supporting you and you are interrupting me. (Interruptions)

SHRI ANIL BASU (Arambagh) : You should speak about mobilisation of resources.

PROF. P.J. KURIEN : He is raising a question as to how to mobilise resources. That is exactly what I want to say here. But having accepted this good philosophy,

the budget allocations are far from satisfactory because of the shortage of funds. I find that in the year 1995-96 the annual plan outlay was Rs. 7,500 crore and for the year 1996-97 the outlay is Rs. 8,130 crore. There is an increase of eight per cent...(*Interruptions*).

Today the inflation is 4.5 per cent. It is less than five per cent. But after the presentation of the Budget, the Ministry of Finance itself has admitted that the inflation will go up to seven per cent within six months because of the Budget proposal and also the unusual pre-Budget hike in the price of petroleum products. It is expected that the Budget proposal and the pre-Budget hike in the prices of petroleum products will together contribute to an inflation at least seven per cent.

Of course, I am happy that the hon. Minister has not touched the common man and the poorer sections, but I am unhappy that he has not helped the Karalities. I will come to that. But in spite of that because of the 10 per cent freight increase on industrial raw materials - I know that the consumer items, items which are consumed by common man have been exempted the cost of production will increase, exports will become less competitive and this will have an impact on the economy. That will also lead to inflation. So, coupled with this, I would say that this eight per cent increase in the Budget allocation will be nullified by at least eight per cent rise in inflation that is going to be there. I am not criticising; I am only placing the facts. In effect, there is no increase in the outlay in absolute terms.

SHRI ANIL BASU : This is his first speech.

PROF. P.J. KURIEN : Yes, it is my maiden speech in this Lok Sabha.

MR. CHAIRMAN : You are a senior Member, Prof. Kurien.

PROF. P.J. KURIEN : Madam, that is what I said.

SHRI ANIL BASU : Earlier, he was in the periphery of Government position. Now, he is not there.

PROF. P.J. KURIEN : Therefore, what I am presenting is that for the development of backward areas or undeveloped areas, the funds allocated are not adequate and the Railways should try for more funds from internal resources or the Railways should not hesitate to give some of the lines to private agencies because peoples want railway facilities whether the many is spent by the Government or the private agencies. So, it is better to have a railway so that people may benefit from it. Therefore, my suggestion is that if you are not above to have more funds from internal resources, then please try other avenues like privatisation.

BOLT scheme is still in the initial stage and you are expecting to earn Rs.500 crore from that. Please try to augment that or simply go in for privatisation. This Government has also adopted liberalisation and, therefore, go in for privatisation so that people are given

this facility. If you can find out resources and do it yourself, then I will be very happy. What I am saying is that because of dogmatic approach or because of some theoretical we should not deny this facility to the people of this country.

Now, I am coming to the question of safety. I cannot but say something about that. Yes, there is a clamour for introducing more trains. There is also a lot of demand for introducing fast trains, and also for increasing the speed of the trains. But we should be very careful about this. It should not be at the risk of safety. Sometimes, I feel that the safety aspect is ignored, and this should not happen. Further, you have mentioned about the decline in the number of accidents. In 1995-96, according to you, 390 accidents took places, whereas in 1985-86, 717 accidents took place. I would like to know about the total number of accidents that took place in the last five years. Is there a continuous decline, then I can appreciate that and I can understand that some serious action has been taken or some serious consideration is there. If it is not so, this decline means nothing. Thirdly, every accident is not the same. What is the number of casualties, that is not mentioned by you. I would like to know about the number of casualties, every year, due to accidents because sometimes, major accidents take place.

My friend from Kerala mentioned about one accident. That accident - Pariman Accident — took place in 1988 near Quilon. My God! in the report, they say that the whole train comprising ten bogies fell into the lake because of the tornado. It is a shame on that railway officer who wrote such a report when not even a single leaf, by the side of the lake, had moved. Nothing of that kind had happened. Now, the credibility of all reports has to be doubted. Well, that is the position. Further, a large number of reports are there on accidents, and there are recommendations on those reports. What action has been taken? Many of the accidents occurred due to human failure. Are you taking any action against the persons responsible for those accidents? Actually, no proper action has been taken. Therefore, I want the Ministry to pay more attention to this.

Now, because of lack of time, I will say only a few things about Kerala. Madam, you should be sympathetic towards our State. So far as the railway services are concerned, it is the most backward State. For one million population in India, we have more than 60 kilometres of railway line, but in respect of Kerala, it is only one-third of that.

MR. CHAIRMAN : Mr. Kurien, you have spoken for more than fifteen minutes. Please conclude now.

PROF. P.J. KURIEN : The State of Keala has been neglected because there is no provision for a new line or a new train. Of course, the members of Parliament were called in a mutiny and were assured that two new trains would be introduced. I thank the hon. Minister of Railways for that and I hope he will fulfil that commitment. There is also no increase in the frequency

of the trains. I would like the hon. Minister of Railways to consider it further.

Now, I will come to the questions of doubling. I want to make a special request to the hon. Minister of Railways. Kerala is the most beautiful State like Kashmir. Madam, you should visit Kerala and see it for yourself. The point is, doubling of the railway line is very important from North to South because Kerala has a lengthy coast line.

You accepted doubling in principle. What we want is conventional doubling. At least in some areas — I do not want to use any harsh word — the doubling is a misnomer because two parallel line 100 Km apart are considered as double line.

You have committed to doubling from North to South shoranur to Mangalore. That should be completed in time.

You have committed to doubling of the line from Quilon to Trivandrum. That should be completed in time.

The line from Ernakulam to Kayamkulam via Kottayam is 45 year old. The traffic density is so high that no additional train can run on it. Therefore, that line should be doubled. Along with that, I suggest the doubling of Alleppey line also. This should be given top priority. That is the second suggestion I would like to make.

[Translation]

SHRI S.P. JAISWAL (Varanasi) : May I know the procedure followed in the allocation of time for speaking in the House?

[English]

MR. CHAIRMAN : The hon. Member is not yielding. Please sit down.

PROF. P.J. KURIEN : Then coming to my constituency, there is not even a single kilometre of electrified line in my State in Kerala. I want the hon. Minister to consider this.

There is Kayamkulam junction in my constituency. It is not computerised. I want computerisation of that junction.

There are certain new lines to be laid like the Kottayam - Sabarimalai line. Shri Ramesh Chennithala has recommended it.

I request that Thekajhy - Pattanamtitta line, the Adoor-Kayamkulam line and the Angamani-Punalur line should be taken up.

I want you to consider my request and allot more funds so that the work can be started this year only.

I support the Budget.

[Translation]

SHRI S.P. JAISWAL : Madam, I would like to draw your attention to the Ruling of the hon'ble deputy speaker

regarding allotment of time to each hon'ble member here. The hon'ble Railway Minister has given very little time for discussion on the Railway Budget and the hon'ble Members will not be able to highlight the problems of their respective constituencies within this time. In the circumstances, I would like you to fix time limit and the hon'ble members must finish their speech within the given time limit.

MR. CHAIRMAN : It is a very good suggestion. I would appeal to all the hon'ble members to be brief in their speech. They must observe the time limit of 10 minutes and put their points within this time. However the discussion will continue the whole night and all the Members would get equal opportunity to speak.

*SHRI HARADHAN ROY (Asansol) : Madam Chairperson, I will speak in Bengali. I am supporting the Railway Budget presented here. I would be speaking about my experiences and what I observed in a few words while supporting the Budget.

Firstly, this is not first ever Railway Budget. It has been 50 years that the country got independence and many budgets were presented, discussions held, various talks delivered. If we count all these things, the Railways would have reached all the corners of the country by now. People would have got all the facilities. But discussions are held, proposals are made, amendments are made but the situation does not change - this is the fact. What I would like to say is that whatever the Government have the honesty will power, if the bureaucrats do not have that same honesty and the will to implement and also if the workers are not inspired, this honesty of the Government will not work. This my experience, what I have seen for long. Here things are being talked about on various points.

I think is the most neglected person is the hawker on the trains. All over the country, wherever there is railways, many educated and uneducated young men and women are working as hawkers. In this profession, they are earning by self-employment. At many places there have been incidents of atrocities and humiliation against the hawkers. Not only I but the Hawkers Union who have an All India Organisations, have been repeatedly as king that they should be given licences at low rates so that they can go on with their profession. And the vendors sell the food of the Railways contractors which else also sold at their stalls - the general people of the country of whom 70% are below the poverty line, they cannot afford the foods at the rate of Rs 11 - 19 or 25 whereas passengers can get food from the hawkers at Rs. 3 or 4. For this have been repeatedly asking for giving licence to the hawkers. The Government should given attention to this matter.

Secondly I would like to say to the Hon'ble Railway Minister. (Interruptions)

* Translation of the speech originally delivered in Bengali

The second point which I want to talk about - I had questioned the former Railway Minister also what is the rate of accidents per year in the last three years in the country, the number of people injured and how many died? He provided with the data. It was announced that a sum of Rs.1 lakh or about Rs.1 lakh or about Rs.40,000 or so will be given as compensation. When I asked, how many people got the money, he said none got it because they did not claim. So, how will the people claim for it? This the duty of the Railway Ministry. Railway Ministry should enquire and contact the claimants of the dead people. The Government of this independent country have a duty to the people. The whole country got the information that these people were compensated. I want that the Government should ensure that those claims which are pending be settled and their dependent be given jobs. The Government should take full responsibility and adopt measures about which I have told several times and I would like to say it again.

The name and address of the passengers will be mentioned if they travel in reserved coaches but in case of ordinary ticket holders it is not possible to indicate their names. If there is an accident and someone dies, how will it be proved that he was that person? If he has travelled without reservation. So, there should be some kind of reservation for every passenger. I am not saying that the extra fares would be imposed for such kind of ticket. It should be free of charge. We have to safeguard the interest of every person travel by train in the event of only accident, death or injury adequate compensation would be paid by the Government. There have been accidents and at frequent intervals accidents are going on. Another thing I would like to say - we have a great organisation which has a short supply of wagons. Coal India is not able to supply coal to power plants for the wants of wagons. Steel plants, cement plants are not getting coal. Even vegetables which are essential are not accot be transported from one place to another. We have to depend solely on road transports and the trucks or other vehicles. But, we do not have trains. We do not have adequate number of wagons on the one hand the people are suffering due to power crisis and the power plants are not getting coal for wants of wagons they are being deprived of cement, the workmen are not getting salaries, plants are being closed. Now the Government is changed and a new United Front Government is in power who have a Common Minimum Programme. They should ensure that the wagon factories whether these belong to private sector or public sector, get the orders for wagons. The Minister should guarantee this. The Chitteranjan Locomotive is located in my area which produces engines of 5000 horse-power, they are ready to produce engines of 6000 horse-power. They have positive steps in that direction. I have seen that they produced 135 engines at a time. There were many dharnas and strikes and later it was fixed for 150. When we can produce engines in our own country, what is the necessity to

bring engines from foreign countries? We should rather increase the number of existing factories. The engines - whether these are diesel or coal or electric - should be made by us only. The coaches should be made in our country itself, whatever is possible should be produced in the country. But we are resorting to import countries and our factories are declared sick, the workers are being retrenched in the name of absenteeism or for some other reason they are losing their jobs. Thousands of workers lose their jobs which is not justified. The Government should, therefore, pay attention to it.

Further I would like to say...please give me some more time. I do not speak very frequently....

MR. CHAIRMAN : Please keep in mind the time-limit...

SHRI HARADHAN RAY : I should be given some more time, please...Yes, Bihar and Bengal are neighbouring states, so I expect some consideration. I will come to Dhanbad. What I would like to say before you is about the Railway property which someone said ae sold out. I know there are many unemployed youths in one of my areas, Sitarampur. They are demanding that the Railway properties abandoned be given to them on hire basis for making huts, so that they can earn something. They built some huts which were demolished by our D.R.M. I have nothing talk much of the D.R.M., Asansol. The Hon'ble Minister should listen to my complaints about the D.R.M.

[Translation]

SHRI HARADHAN ROY (Asansol) : The present D.R.M. of Asansol considers himself bigger than the minister and the Railway Board. I would like to tell you the way of his functioning. (Interruptions)

AN HON'BLE MEMBER : What is his name?

SHRI HARADHAN ROY : I will not name him. You are unnecessarily provoking me. His job is to beat, to loot and to send the people to jails with the help of CRPF four times a year. He snatches money and other belongings of passangers. This is his job.

His second job is to select Railway contractors. An enquiry should be conducted how and why the some person gets maximum contracts. Thirdly, I have written him three letters but he has not cared to reply to even one letter. This shows how collous, how powerful and how unjust he is. He called me liar, he called all of us liar. Four-five years ago, I had asked him to reply to my suggestions point-wise but he had not replied even one point. I have asked about Majumdar, about Goswami but no reply was given. One Shri Sarkar died of cancer. No arrangements were made for him. I have already given to the Minister in writing all my three complaints.

MR. CHAIRMAN : You can meet the hon'ble Minister and explain to him your complaints in detail.

SHRI HARADHAN RAY : Please give me some more time. Give me at least two minutes more. The said

person has connections with traders. The Railway Administration should ensure payment of requisite compensation to the passengers whose luggage is lost, who are looted, whose belongings have been stolen and should see how much amount of compensation is actually paid to such passengers. Asansol office is not the only Railway office. There are other Railway offices also. A strict watch must be kept in regard to payment of compensation.

MR. CHAIRMAN : Please conclude.

SHRI HARADHAN ROY : On 25th instant, we have called the meeting of MPs from West Bengal and submitted our demands in writing. I hope the hon'ble Minister will consider those demands. I am a Member of Parliament and have to come to Delhi. But there is no train from Delhi to Raniganj and I have to go to Madhupur or Dhanbad to catch a train. At Raniganj, besides one of our Ministers from west Bengal and three MLAs. They have to go to Calcutta for visiting Raniganj. A stoppage has been provided at Madhopur for Rajdhani Express which goes via Patna. But no stoppage has been given at Asansol. A stoppage must be provided at Asansol. We have been demanding this for a long time but no attention was paid. a stoppage for Kalka Express and Poorva Express should be provided at Raniganj. I had given a suggestion for operating a Shatabdi train—that suggestion should be considered. The suggestions given by me earlier should also be considered. He does not take care of our suggestions. The DRM does not consider us human beings.

Earlier I used to be invited in informal meetings of the Railways. But that practice has been stopped. I request I should be called in such meetings. The informal meetings should be convened four times in a year and a progress report about the jobs completed or not completed should be placed before this committee. The DRM is a servant and not the master. He should function with this attitude.

SHRIMATI SUMITRA MAHAJAN (Indore) : Madam, when we discuss Railway Budget, we confine our discussions to the kilometerage length of railway links and construction of new rail tracks. We have a vast nation about which we have deliberations here.

In today's scenario, emphasis is laid only on four points. First, we talk of globalisation, there of economic liberalisation. Different schools of thought have different view about the mode of achieving economic upliftment of the country. Third is environment and fourth, which is discussed here very often, is of providing maximum facilities to the poorest of the poor. When we talk of these four-five point, we have to see that they are fully connected with the railway network. We can compare the railway network with blood vessels which are spread all over our body, which supply energy to all parts of the body and if one small vessel gets blocked, the entire body is affected. Same is the position of Railway

projects. While discussing Railway Budget we will have to consider it in its entire city. Talking of the number of lines laid and how the Budget estimates have been manipulated, will not help.

The hike in prices of diesel and petrol has a bearing on the environment because it not only makes to surface transport dearer but also affects our environment. If Railways are strengthened we can augment transportation by 2 to 4 times of the transportation done by surface transport. This is beneficial from environment point of view and also from cost angle and petrol and diesel angles.

The more the Railway lines the more the development. We have discussed how to expand industrialisation and how to provide employment to the poor of the poorest. We also talk of globalisation, economic liberalisation and economic progress and development. But this will be possible only when we are able to produce maximum by reducing the production cost to the minimum. The Railways have a very important role in achieving this goal. Therefore, it will depend on the effectiveness of the Railway network. But I don't think that this Railway Budget fulfils these aspirations, these requirements.

17.00 hrs.

The hon'ble Railway Minister had little time to comprehend the Railway Projects. It should be discussed in the Subjects committee. We talk of inflation. Only 8 percent increase has been made in the annual plan. This not going to help. If we throw a glance on the Railway Budget we see that expenditure has been reduced under every head and if I start giving figures, you will have to ring the bell 2-3 times.

Madam, this year, lower provision has been included for gauge conversion and doubling of tracks. As he has himself said, we have not been able to expand the Railway network by 1/3 or even 1/10 during the last fifty years of what the Britishers done during the period of 50 years. The things have not changed this year. He has provided a sum of Rs 220 crore with which one will not be able to provide more than 160 km track. Infact, the Railway Budget does to reflect the announcements made by him. He must look into this seriously.

Madam, I must agree that he has given importance to the Railway workers and this is good because we are expecting the report of the fifth pay commission for the implementation of which he will head Rs 1000 crore. I am not opposing this. I welcome it. Maybe 5 to 10 percent Railway Employees might not be doing their duties properly but they are working efficiently. They have the capability to achieve the targets. But he will have to think in terms of providing incentives to them. If we go back to 1995-96 there had been no Railway Minister because the incumbent remained ill or removed unceremoniously. Then the Railway Portfolio was with our previous Prime Minister who could not take

decisions, who thought not taking decision also amounts to decision taking. This was his greatest decision

SHRI DATTA MEGHE (Ramtek) : A lot of work was done last year.

SHRIMATI SUMITRA MAHAJAN : Madam, I am coming to that. You listen to me. The work was not done because of him. You please listen to me. Everybody has his own estimation.

17.03 hrs.

(Mr Deputy Speaker *in the Chair*)

Our Minister of State wanted to implement the schemes. But he had his own limitations. However the Minister was not efficient, efficient I mean he never took decisions. How seriously his announcements were taken. I will explain by quoting one example.

Mr. Deputy Speaker, Sir, once he visited my constituency, Indore and made three announcements, which were not very important. One was about introducing direct train from Indore, which is an industrial town to Mumbai. There was only one train namely Avantika Express. The traders demanded extension of it from Bandra to Mumbai Central. It was said that the demand would be accepted in two months that too on the condition that the train will not go to Mumbai Central it will be halted at Bandra on return journey from Dadar. This was announced by the Railway Minister himself and the same has not been implemented so far and they say we are doing this and we are doing that.

Mr. Deputy Speaker, Sir, the Railway Minister had also announced that a sum of Rs 30 lakh will be made available for a foot bridge at Indore. This sum was sanctioned. But nobody knows where the money was gone. He had also talked of a Railway Master Plan for Indore. That is also seen nowhere. These small announcements were made by the Minister of State.

Sir, I would like to put a different point. The Railways have earned a profit of Rs 2318 crore after the installation of his Government. Our Railways have never gone into loss. I welcome the provision included for the Railway employees. They are doing good job. This is my experience. An E.M.U. was introduced between Matunga Workshop and Indore. The employees worked hard and showed me every bogies. They promised to run it like a metro Railway. The condition of Indore-Bhopal Industry express is very bad. Now I would, therefore, like to deal with the maintenance aspect. I don't mean to say that Railway workers are not doing good job. He has already given a certificate to them. It is a different thing, how right or wrong it is. Our trains stops at various places to pick up the engine driver. This shows how popular our employees are. But I am sorry to say that our Railways are not engaging the attention of our Finance Minister. The Railways have contributed a dividend of Rs 1587 crore to the general revenue. But the Railways were provided the Budgetary

support of only Rs.1259 crore. In fact Railways have got nothing. It will be good if I don't talk of planning Commission. I don't know how the people sitting there think. The Budgetary support has come down to 19 percent from 75 percent under the successive Planning commissions. They never think that Railways are the backbone of economic growth of the country. He has said that it is not viable. But everything is not done on the consideration of viability. We have to see how to connect one part of the country with other and how to achieve progress. But I don't know how the people sitting in air-conditions rooms of planning commission think about it. The Railways have sought an outlay of Rs. 4500 crore. But only Rs.2700 crore was sanctioned. Proper attention is not paid even to such a vital department a paltry sum of Rs.1 crore has been provided for Udhampur line against the requirement of Rs.777 crore or Rs.870 crore. The Prime Minister made the announcement two days after the presentation of Railway Budget. This is a conglomeration of 13 parties. Naturally, their attitude will be different. I therefore, will not go into it. But I may surprised to know that on the one hand, the Planning Commission said that there are no funds for this line and on the other, a sudden announcement was made. Then where from this amount of Rs.200 crore will be mobilised? It was a sudden decision although it is good for Kashmir.

Sir, he has said that the more the movement of goods the more will be the income. But if we look at the percentage, it is also going down. It was 89 per cent in 1950 which has declined to 35 per cent now. Why this is so? The condition of coaches is not good. The honble minister should pay greater attention to this aspect. He has given a big certificate to our Perambur and Kapurthala Coach factories which have perhaps produced 500 or 900 coaches...

SHRI RAM VILAS PASWAN : Not to Kapurthala.

SHRIMATI SUMITRA MAHAJAN : This is good. Their installed production capacity is of 1000 or 1100 Coaches. But actual production has been much less. The causes have to be looked into. We must increase the production by meeting their requirements. This will benefit the entire Railway. Same is the case with Chitrangan electric locomotive where 140 to 150 engines were being produced earlier. Now they will produce only 135 engines. The 5000 H.P. electric Loco can haul maximum number of coaches with high speed. The speedy movement will provide space for other trains and we will succeed in expanding our transport system which will in turn, increase our revenue. The condition of goods trains is so bad that people do not want to book these bogies for their goods. He has perhaps and seen their condition. I once travelled a little distance by sitting in guard's room. It was horrible. How can we ignore the development and progress of our country? consignees do not get covered coaches and they hesitate in booking such bogies. The Guard room was so dilapidated that he cautioned me not to put my feet

down on the floor because it could cave in. Same was the condition of the break van. It had no power meter. He was pulling it by sheer estimation. If he wants that railway revenue should increase, which must increase, than he will have to take care of all these things.

He has paid attention to the problems of North-Eastern Region. It is good. But he has not paid adequate attention to goods trains. We need operation of profitable good trains in mineral bearing area. Leave apart Madhya Pradesh, he has left the decision about Delhi-Rajasa line to the proposed cell. This is a very suitable track for Beladila mine. A Chief Mining Advisory council is functioning at Dhanbad which has a mines safety cell under it. About 532 coal mines are under the supervision of Chief Advisor. He looks after the safety of these mines. The hon. Minister comes from North Bihar. He should not confine himself to that area only because of his election from there. He must have a wider approach.

SHRI RAM VILAS PASWAN : I do not confine myself to North Bihar only. I go to South Bihar also. I had entered the mines alone when I was labour Minister ... (Interruptions)

PROF. RITA VERMA (Dhanbad) : Mr. Minister, you travel by goods trains.

SHRIMATI SUMITRA MAHAJAN : It is good that he travels those places, but he should travel with his eyes and ears open, with his clean heart. I say that at least 532 coal mines are located there and they function under the supervision of the Chief Mining Advisory Council. More than 60 percent trains both goods and passenger pass through these mines which include some of the most important trains. He may be aware that fire has been raging there and some mines have developed cracks. But there is nobody to see whether the railway track is safe, whether there is any possibility of accidents because the post of the Chief Mines Advisor has been lying vacant for the last 5-6 years and other 16 posts are lying unfilled, but no attention has gone to this aspect. I am given to understand that the Railway Board proposes to abolish this Council. There has been an accident on the Grant Chord Line which has been operating since 1958 and more accidents can take place in future. The difficulty with us is that we do not attach much importance to the Experts Report. Perhaps we have developed this type of attitude. We generally do not take note of whatever scientists say. That is the reason we have to look to the World Bank. The World Bank has conducted a Survey and found the entire area unsafe. So, we have to pay greater attention to this area from safety point of view because important trains like Rajdhani Express pass through these mines.

I have said in the very beginning that the blood vessels are as important for our body as the Railways for the country. If we think of a healthy body we have to take care of all parts of the body and have to concentrate particularly on our heart. Otherwise, we cannot keep our body healthy. I come from a State is the

heart of the country. It is known as Madhya Pradesh. One has to travel rail or by surface transport crushing our State while going to any parts of the country. I have used the word 'Crushing' because nobody has so far thought about any part of this State. It is our misfortune. Just now Girija ji was complaining that Rajasthan remained backward because it has not given any Railway Minister. But our tragedy is that we did not get anything inspite of giving Railway Ministers. The first Railway Minister come from our state. When Shri Madhav Rao Scindia assumed the charge of railway Ministry he tried to do something for us. But our difficulty is that we have Rattlam district on the West, Rajgarh on the North and the district of our Chief Minister on the East. If he considers connecting these districts, he will have to change thrice the Railway tracks.

We have many prominent towns like Gwalior, Raipur, Satna, Reava, Indore and Ujjain and they are not inter linked properly. There is only one train between Jabalpur and Calcutta and same is the situation of our City. There is one train between Indore and Howrah. I will request the hon'ble Minister to give some attention to this line... (Interruptions)

SHRI RAM VILAS PASWAN : I am paying my attention towards her. She has raised a serious matter that fire is raging in Dhanbad mines. This is also telecast over T.V. many times. I have asked my officers to enquire into the matter. I am trying to find out the area which had become unsafe over which trains operate. This can create some serious situation on any day. She raised a serious matter and I immediately ordered an-enquiry. I am finding out what has happened.

SHRIMATI SUMITRA MAHAJAN : I thank him for listening to me. Otherwise also, we have great expectations from him. We had expectations from him when he used to sit on Opposition benches because he used to raise the matters in a very aggressive manner. So, we have expectations from him from the beginning. We are not criticising him today because he has got too little time to prepare the Budget. Indore is a town where many people from Bihar live. They have been demanding that the Indore-Howrah trains which operates only thrice a week, should be operated four days a week and run via Patna. It will benefit them greatly. Presently, it runs via Nagpur and is in a very bad condition. There is no catering arrangement, nor any arrangement for drinking water.

There is yet another train which runs between Indore and Bilaspur. On the one hand, there is Palace on Wheel and on the other the Indore Bilaspur train is not even 'Huts on wheel'. Its condition is very pitiable. He has created a division in Jabalpur. It is good. But the demand of Bilaspur division is outstanding for a long time. Bilaspur division gives the Railways considerable revenue. Besides, it has heavy traffic load cement, steel and coal. There is no other such big state which has only one Railway Division. Mumbai has two Divisions.

My demand is that Divisions should be created according to demand and Indore should be considered for this purpose. When I read the Railway Budget I was disappointed. We have been assured of gauge conversions but the Budget does not find any mention of gauge conversion of Khanda - Mhow - Ratlam track for which survey of one side has been completed and other side's survey is proposed. Indore is a big industrial town. But no attention has gone to it. The work of gauge conversion towards Ajmer is in progress. I hope the rest of the work will also be taken up. The Minakshi Express which use to go upto Hyderabad is now terminating at Pune because of gauge conversion. Similarly, when gauge conversion takes places towards Ajmer then there will be no link for meter gauge from Jaipur. Therefore, I demand that the Jaipur Kota train should be extended upto Indore, so that Indore does not get disconnected.

There was a proposal to link Indore with Pune. The proposal had been accepted by Kalmadiji. The link between Indore and Maharashtra is necessary from industrial point of view. While concluding my speech, I would say that his Budget does not make any mention of the facilities to be given to Indore. The engine of Indore-Nijamuddin train is changed twice. It is first changed at Ujjain because this track has not electrified from Ujjain it goes to Nagada from which it changes its direction. The engine is changed there again. Therefore, there is urgent need for electrification of Indore Ujjain tack. Then the maintenance of trains is very important.

MR. DEPUTY SPEAKER : Please conclude.

SHRI SUMITRA MAHAJAN : If a little attention is paid towards the maintenance of trains, their capacity can be augmented. I will give an example. The A.C. of Pune-Jaipur train went out of order and I was told that a small part is required to be changed and that part is available in Jaipur and the A.C. will start working only then. This is the position of maintenance.

MR. DEPUTY SPEAKER : Please sit down now. You have taken too much time.

SHRIMATI SUMITRA MAHAJAN : If he wants to improve things, if he wants to augment freight, if he wants to increase revenue then he will have to pay greater attention to goods trains. With these words I conclude.

[English]

SHRI SONTOSH MOHAN DEV (Silchar) : Sir, I have got a suggestion to make. The number of speakers in the waiting list from all parties is heavy. In the meeting of the BAC the other day, we decided that if necessary we will continue the debate, may be, even beyond 12 O'clock. But the trend till now is that each Member is speaking for half-and-hour. I shall request you to decide that if each speaks only for five to ten minutes, or a maximum of ten minutes, we will be able to

accommodate everybody. That should be the way we should proceed...*(Interruptions)*

MR. DEPUTY-SPEAKER : Here after, let agree that each Member would speak for a maximum of ten minutes only. I shall request members to please conclude between five to ten minutes.

[Translation]

PROF. OMPAL SINGH 'Nidar' (Jalesar) : Mr. Deputy Speaker, Sir, the previous speakers spoke for half an hour each and now they say you should reduce the time limit. They should not have given the suggestion for reducing the time. It is they who have set up this practice...*(Interruptions)* It appears that only a few people have monopolised the intellect...*(Interruptions)*.

SHRI SYED MASUDAL HOSSAIN : I hope you will not classify us as A class and B class Members. Every Member has the right to get equal time to speak.

MR. DEPUTY SPEAKER : I would like to make a suggestion. Please listen. I shall ring the bell after 8 minutes and second bell after 9th minute and third bell at 10th minute and you will have to sit down.

(Interruptions)

[English]

SHRI AMAR ROY PRADHAN (Cooch Behar) : Sir, we may represent a small party but we are here. You should allow us also.

MR. DEPUTY SPEAKER : Please listen to me.

SHRI AMAR ROY PRADHAN : Why are you doing like this with us?

MR. DEPUTY SPEAKER : It is upto you. If you agree I will adopt it.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : I will abide by the decision of the House. Please tell me what should I do.

(Interruptions)

MR. DEPUTY SPEAKER : This will be applicable to all, whatever decision is taken will apply to all.

SHRI DATTA MEGHE (Ramtek) : Sir, there are many Members who want to speak. I therefore, submit you should give ten minutes to each hon'ble Member...*(Interruptions)*

SHRI RAMENDRA KUMAR (Begu Sarai) : Sir, I will suggest that you should tell the Member at the beginning of the Speech that he will get so much time because you cannot give ten minutes to all the Members. Therefore each member should be told for how much time he has to speak. If you don't do this it will be a difficult preposition. You cannot give equal time to all the members. Sir, I have also ten year

experience of Legislation although I have come here for the first time...*(Interruptions)*

[English]

SHRI SARAT PATTANAYAK (Balangir) : Sir, if you want to restrict the time limit then it should be after completion of my Speech.

MR. DEPUTY SPEAKER : Shri Pattanayak, you will have maximum ten minutes.

[Translation]

SHRI SARAT PATTANAYAK : Sir, I shall be grateful if you give me fifteen minutes.

Sir, yesterday all the members of Parliament of Orissa staged a dharna in front of Parliament House and the hon'ble Minister had invited us for talks during lunch time. I thank the hon'ble minister for this.

There have been a demand for setting up a Railway Zonal office in Orissa which has been opened but sufficient funds have not been allocated for the ongoing projects of Orissa.

Sir, the Bolangir-Phulbani Section covers many backward districts like Bolangir, Phulbani, Kalahandi, Khurda, Nayagarh etc. and if this Bolangir-Phulbani railway track is completed it will provide great relief to these backward districts. Our former Prime Minister Shri Narashima Rao had visited these areas. Phulbani has not even an inch of railway track. The ongoing Bolangir-Khurda railway project is estimated to cost Rs 350 crore and against this amount a sum of only Rs. One crore has been provided. However, the hon'ble Minister agreed to provide Rs 500 crore after we staged a dharna for which I am grateful to him. But if a provision of Rs 5 crore is made annually the project is not going to be completed even in 100 years.

Sir, I would like to congratulate the hon'ble Minister for taking care of backward areas and he has taken the best steps but it will be better if he is able to make more provision for backward areas. The Sambalpur Talcher railway line, Laljhingar-Junagar railway line, Richabambi-Kasi line, Jangpura-Bansbani Line Projects are pending and they are not likely to be completed in 40-50 years. I would therefore request that more funds should be allocated for these projects. The Valtiar-Raipur double line which passes through my constituency has not been completed so far. The Jharsukela-Titlagarh train, Madras-Bokaro Express, Hirakud Express, Neelanchal Express and all the Passenger trains pass through this track but it has not been doubled. I have been demanding this since my previous term.

The Sambalpur division covers maximum railway lines in Bolangir area but no facility is available on this double line. The small stations have not been renovated. The passenger train is packed with forest wood and no space is left for sitting. There is no drinking water facility

The railway like advises us to complaint to Press because they are helpless and if we complain to the Press they say it is the internal matter of the Railways/ They should exercise proper check. No passenger dares to board this train.

SHRI RAM VILAS PASWAN : Who loads the wood? Whether it is public or forest officers?

SHRI SARAT PATTANAYAK : It is public. The entire forest is cleared and environment spoiled. There is no room for the passengers to sit. It is now for him to see how he is going to check all this.

There is Howrah-Titlagarh train which was introduced by our Orissa Minister Shri Bhakra Charan Das. He started it upto Sambalpur. All the trains of the area terminate at Sambalpur. A new train from Delhi was introduced last year and it also terminates at Sambalpur. This train has been started in the name of Orissa but it stops only at Jharsuka, Biranagar and Delpark and then terminates at Sambalpur. If this train is extended upto Koraput it can cover Bolangir, Kalahandi, Raigarh and Koraput districts. The infrastructural preparations at Koraput has been completed and if new infrastructure is required it will need 2-3 crores. If this amount is provided it would be desirable to extend this train. The Howrah-Sambhleswari-Titlagarh train should also be extended. The Rajdhani Express for Bhubneshwar runs once a week. Yesterday he told us that there was shortage of coaches. This problem can be solved by entrusting the coach production job to private enterprises. One of my friends was complaining that Bokaro-Madras Express which passes through Bihar and Orissa has no A.C. compartment. I have been watching this train since my school days and it is true that it has no windows, no door for bathroom, not to speak of A.C. Coach. The people say that big persons get A.C. fitted for there comfort, are we not worth an A.C.? An A.C. compartment must be attached to this train.

An A.C. coach is provided in Howrah-Sambhleswari Express which goes upto Titlagarh but the A.C. attached to it is detached at Sambalpur. It should go beyond Sambalpur. A Recruitment Board has been constituted in Sambalpur Division. But no appointments have been made so far from Bholangir and other places. There is politics in matter of holding interview for jobs. When the aspirants return after giving interview they ask us about the result. They complain that none has qualified in the interview and there is nobody to listen to us.
(Interruptions)

SHRI RAMENDRA KUMAR : Jobs should be provided for every Constituency and should have reservation for us.

SHRI SARAT PATTANAYAK : There should be reservation or quota for each constituency.
(Interruptions) If a suitable candidate is available in the Division where vacancies are available then the local people should be given preference.
(Interruptions)

SHRI RAM VILAS PASWAN : The Divisional Railway belong to the entire nation and it will not be proper to give job on the basis of Division. But I will see that they are not inconvenienced in any way. Recently we made recruitments in the RPF. It was earlier to be done at Patna but I ordered it should be done both at Patna and Ranchi... *(Interruptions)* If a recruitment takes places in Calcutta and Patna and Guwahati than the incumbent will be required to work in every State whether it is Manipur, Meghalaya or Imphal, Agartala or Sikkim. Suppose we recruit 100 to 500 personnel how would once be able to function in Delhi if he has not even seen the State Headquarters. I have issued similar orders for Rajasthan also. We are making recruitments in the remote areas of every state and it will be done till Consultative committees are formed. If all my friends from Orissa desire to have recruitment centres at places other than Bhubneshwar, I will have no objection in this. The local people will take examinations and those who qualify will recruited. But it will not be possible for the Railways to provide reservations at divisional level we are making efforts to provide opportunity to more people particularly in tribal areas to be able to recruit more tribal people. I don't accept the contention that that candidates are not available, qualified candidates are to available. Infact, they don't get opportunities and the Railway is providing this opportunity and I myself am very active in this regard. We are going to recruit nearly 10,000 RPF personnal and we propose to conduct recruitment in every zone and we will see that maximum number of tribal, scheduled castes or poor people take part in it. I assure him.

SHRI SARAT PATTANAYAK : I thank him. He has taken a very good step... *(Interruptions)*.

SHRI RAM TAHAL CHAUDHARY (Ranchi) : He has given assurance about people of Orissa and Bhubneshwar but I would like the local people should get job every where

SHRI RAM VILAS PASWAN : If he wants I can provide a recruitment centre at Lohardaga besides Ranchi... *(Interruptions)*

SHRI SARAT PATTANAYAK : Western parts of Sambalpur have been made the venues for interviews besides Bhubneshwar. It is a good step that he has taken... *(Interruptions)*

The Sambalpur Railway Division was made functional in 1984 but no person from our area has got employment there so far this should be taken care of and instructions be sent to the concerned authority. The Passenger train operating between Titlagarh, Sambalpur Jharasguda and Ranchi has been withdrawn and we had been demanding running of J.M.U Express upto Ranchi. A new train should be introduced between Sambalpur and Mumbai via Titlagarh - Raipur because Raipur is business community based. This will benefit the area. The trains running in the name of Orissa...

MR. DEPUTY SPEAKER : Mr Pattanayak you can give in writing to Ram Vilas ji rest of your suggestions.

SHRI SARAT PATTANAYAK : I am not giving suggestions. I am speaking for my constituency. There are big national level leaders for giving suggestions. I am a simple member and will speak only.

I have some demands for backward classes. Earlier, the production of Railway Sleepers was monopolised by one Industrial group and some people were getting employment under it. Now we are allocating thousands of crores of rupees for Railway projects and I would request that some new sleeper building factory should be provided in our area which is a no industry area to provide employment to the local people in this backward area. This factory can be run either by the Railway department or by giving advertisements for private management... *(Interruptions)*. If necessary the norms in respect of backward areas should be relaxed. There should be some flexibility in the tenders to attract more entrepreneurs.

He has given something for Orissa but much remains to be desired and the rest of the M.Ps will highlight other things. I support the Budget and congratulate the Minister for coming much forward. For doing something for backward section of the Society.

There is yet another point. There is demand from all sides but he doesn't have enough funds to meet these demands. I would therefore, suggest that he should request all the Members of Parliament to demand more funds from the Finance Minister so that some work is done in every constituency. I would also request other hon'ble Members to demand more funds from the Finance Minister or from other departments to enable the Railways to undertake some constructive work.

SHRI DATTA MAGHE : I do not know when my time will come, as per the list with you.

MR. DEPUTY SPEAKER : I am calling the names according to the list supplied to me by the parties. I will call your name when your turn comes

SHRI DATTA MEGHE : I don't know where does my name stand in the list of names nor do I know at what o'clock I have to speak.

[English]

SHRI QAMARUL ISLAM (Gulbarga) : Mr. Deputy-Speaker, Sir, the Railway Budget presented by the hon. Railway Minister, Shri Ram Vilas Paswan on 16.7.96 is the first United Front Government's Budget. This Government had assumed charge on 1.6.96. I congratulate the hon. Railway Minister for presenting this pro-common man Budget in this very period of time. I know it was a very difficult task.

The hon. Minister has toured different part of the country to understand the problems. He tried his level

best to do justice. He did justice and he said:

"I assure the hon. Members that these efforts would continue and those important projects which could not be taken up due to technical difficulties and want of time. I would definitely consider them in the Supplementary Demands for Grants in the next Session."

Sir, I welcome the decision taken for formation of nine zones and the decision taken for introduction of 15 new trains. I also welcome the increase in the frequencies of 10 trains. These are all steps which is welcome. He has also taken up new lines to see that the economical development of this area takes place and the remotest area be connected with the Railways.

Sir, I come from a district known as Gulbarga. Gulbarga was the part and parcel of the Nizam's States and it has joined India in the year 1956 at the time of reorganisation of States. The people of Bidar-Gulbarga-Jevargi-Shahpur-Shorapur-Hospet region have not seen the train. This area has to be connected with the Indian Railways.

During Nizam's regime a survey was done and I am confident and can say that the survey was also done two years back for a new railway line from Bidar to Gulbarga. I had submitted a proposal and I was expecting this proposal will also be included in his Budget Speech.

I know Shri Paswanji very well and Shri Paswanji knows this area very well because the people of this area love Shri Paswanji very much. There are fan of Shri Paswanji's. He had visited Bidar and Gulbarga. I had also participated when he made his speeches at Gulbarga, Bidar, Devargi and Shahpur.

This line takes its importance from the fact that a train comes from Bangalore to Delhi via Gulbarga down and Manmad. Sir, if this line from Gulbarga to Bidar, which is only 100 Kilometres, is taken up then 375 kilometres will be reduced from Bangalore to Delhi.

Secondly, there is no second defence line which can connect the North of India to the South of India. The main important thing is the security of this country. For the security of this country, I think this is the only line which connects the whole of North of India with the South of India, if this 100 kilometres link is taken up. It is the long pending desire of the people of that remote area of Hyderabad-Karnataka, which I represent here.

Sir, the other point which I wanted to emphasise in this House is that I have submitted a proposal that this line should also be continued upto Hospet-Bidar-Gulbarga via Jevargi-Shahpur-Shorapur. Sir, as you know the Upper Krishna Dam Project is coming up there and the target year that has been fixed for the completion of this project is 2000 A.D. Karnataka will lose its share of water, if it is not completed by that time. The Karnataka Government has taken up this as a challenge and more than three thousand crores of

rupees are going to be spent on this. In the last one year, more than one thousand crores of rupees have already been spent on this project.

There will be a problem of transportation, with regard to the agricultural produce which will come up after the completion of the Krishna Dam Project, from that area to different parts of the country. Will the road transport be able to bear the burden of that? A project of thousands and crores of rupees is coming up but there is no railway line in that area. That is why, I demand in his House that a railway line be given to this area.

Anyhow, the hon. Minister has accepted in his speech that due to some technical difficulties or due to some other reasons, he might have forgotten about this, though a new line has been taken upon Karnataka in the other part. I appreciate that. The hon. Minister has taken up railway projects in the North-Eastern part of the country we very well appreciate that too. But at the same time, this remote area of Gulbarga, the old Nizam's State of district Gulbarga, Raichur and Bidar, be connected with this new line from the defence point of view and from the point of view of saving six to eight hours of journey by reducing 375 kilometres.

From that point of view and with a view to connect this backward area to the Indian Railways, this line is very much important. So, I submit, in this House, that this line should be taken up immediately.

The other point which I wanted to highlight here is that when the Rajdhani Express was started, it was the policy of the Government that the capital of India would be connected with all the State Capitals. The Bangalore Rajdhani Express which is coming to Delhi, fortunately, starts from the capital of Karnataka, Bangalore and it is touching Hyderabad, which is the capital of Andhra Pradesh. It is just running via Wadi. That means one Rajdhani Express is covering the two States. Whereas the complete Gulbarga region is being neglected. What we want is that there should be a Rajdhani Express starting from Hyderabad to Delhi because the then Government had adopted a principle that the Rajdhani Express would start from the State capital and it would go to Delhi. So, what we want is that the Rajdhani Express, which is running presently from Bangalore via Wadi and Hyderabad should run only from Bangalore, Gulbarga town and Manmad so that the principle will also be adopted and also the people in the region can travel in this Rajdhani Express.

Sir, our third demand is a very small demand. There should be a shuttle train between Gulbarga and Raichur. The Udhyan Express is starting from Gulbarga at 0640 hours. That is the only train available for all the officials to go to Bangalore and also for the people travelling from Gulbarga to Shahabad, Shahabad to Wadi, Wadi to Yadgir, and Yadgir to Raichur. So, all these up and down passengers are travelling and the up and down record is that more than 5,000 passengers are travelling

between Gulbarga and Raichur. Our small demand is that there should be a shuttle train during the peak hours, that is, in the morning hours and in the evening hours, which will be helpful for the Government officials who are working in Gulbarga, Yadgir and Shahabad. There are travelling with the season tickets.

I would like to make one to two more demands.

MR. DEPUTY-SPEAKER : Please conclude.

SHRI QAMARUL ISLAM : Sir, I am speaking for the first time. I, being the General Secretary of the Janata Dal Parliamentary Party, have submitted the list of speakers from the Party. I am sorry to say that I am the second Member speaking from my Party here. So, I want justice from you, Sir. This is the first time I am speaking. I am a born fighter. I will fight for the justice. You are the custodian of this House. I am sure that you will definitely do justice to us.

MR. DEPUTY-SPEAKER : We are all fighters.

SHRI QAMARUL ISLAM : Sir, I know that you will definitely give more time to the Member who attracts you. So, we must catch your face. In this House we are speaking for the first time. We were speaking in our Assemblies for the last 18 years. Please give me some more time.

MR. DEPUTY-SPEAKER : You can take up one more point.

SHRI QAMARUL ISLAM : Sir, the computerised reservation system is there in Gulbarga which is connected with the Bombay terminal and also with the Madras terminal. Our small demand is that the computer terminal should also be connected with the Hyderabad terminal so that we can get this facility in Gulbarga for all these routes.

Another demand is that the Hossain Sugar trains which is running between Hyderabad and Bombay is having a quota for Tandur and for the other places in Andhra Pradesh but there is not quota in that train even for Gulbarga. I can give the details. I have got the statistics.

What I simply demand in this is that a coach should be added from Wadi for the Hussain Sagar. There will not be any effect on the the speed because we know the capacity of the Indian trains. So it can carry also an additional coach. Also, there will be a platform available at the V.T. and there will not be any hindrance. So it is my small demand that from Hussain Sagar, there will be an additional coach to carry the passengers of Gulbarga zone, the passengers who are travelling from Gulbarga to Mumbai and from Gulbarga to Hyderabad.

At the end, I only want to congratulate the hon. Minister who has presented this pro-common man Railway Budget within a very short span of time. He has also accepted this. I am very much hopeful that the

hon. Minister will consider this new line in the Supplementary Budget.

With these few words, I conclude my speech.

[Translation]

MR. DEPUTY SPEAKER : Before Shri Pradhan Speaks, I would like to share with the House point that has been brought to my notice. The point is that woman Members should have a share of 33% among the speakers here, but I cannot defy the list that is with me. All the parties should take note of it.

(Interruptions)

KUMARI SUSHILA TIRIYA (Mayurbhani) : It is in the manifestoes of all the parties, but so far only three women has spoken.

MR. DEPUTY SPEAKER : I have conveyed your sentiments.

SHRI ANIL BASU (Arambag) : The list with you is like the tail of Hamumana.

MR. DEPUTY SPEAKER : I can not change the list.

SHRI ANIL BASU : Please tell us the order of the names.

MR. DEPUTY SPEAKER : I can neither change the order nor the list.

Shri Amar Roy Pradhan

[English]

SHRI AMAR ROY PRADHAN : Sir, through you, I would like to congratulate the hon. Minister of Railways as he has presented the Budget, particularly, without any hike in fares and freights and for that we are happy. So I congratulate him.

I stand to support this Budget on behalf of my party. I know there is a constraint of finance. Even then, the Minister of Railways tried his level best to prepare a pro-people Budget.

I am glad to see that various projects have been taken up in this Budget for the North-Eastern region, which is a backward one and also for Northern Bihar. North Bihar is also a backward area. The railway facility is very much less compared to other areas. But I am sorry to say that North Bengal and Sikkim are quite neglected in this Railway Budget. If you go through this area, you will find that of the two crore population, about more than 50 per cent of the people are from the Scheduled Castes, Scheduled Tribes and Backward classes. Even then, nothing has been done in this Budget. I am sorry for that.

Sir, if you go through the Budget, you will find that there is no provision for new railway lines. There is no provision for the double lines. There is only one double line from Malda to New Dalpaiguri. It is not a double line. It is only a patched double line-only 60 per cent is a double line and the rest, 40 percent has not yet

been completed. This patched double line is something new in the Railway map. I do not know why it has been done so.

It is in 1980, when Prof. Madhu Dandavate was the Minister of Railways that it was settled that only double line could carry more passenger trains and goods trains to the North-Eastern region. Ultimately, in 1981, the proposal was taken up. But after that, at that time, it was announced that it would be completed by 1992. The whole phase from Malda to New Jalpaiguri is the first phase. The second phase is from New Jalpaiguri to Bongaigaon. Now it is 1996. This is a tragedy.

Regarding conversion of railway lines, there is no proposal, particularly for this area. Regarding the new survey, on the 25th of last month, in the Rail Bhavan, the hon. Minister of Railways was there and at that time the hon. Members of Parliament from West Bengal urged upon him to take up these two railway lines, i.e. from Coochbehar to Dhubri, Assam and Mainaguri to New Coochbehar via Chankarabantha.

18.00 hrs.

But I am sorry to say that there is no mention about these two railway lines.

You did not give the sanctioned money for the Eklakhi-Balughat railway line, which is also in West Bengal. In this year's Budget, you have allotted only Rs. three crore. Last year it was Rs. five crore and some time back the Budgetary provision was Rs. 50 lakh. According to the estimated cost of the project, it would be Rs. 90 crores. Of course, the escalation price would be there. Ultimately, the cost will go up. But if you sanction the money in this manner, then I can say that it will not be completed within this century. Will the hon. Minister assure me that the project will be completed in the 21st Century?

I am very happy when I see that the hon. Minister is very fond of the North-Eastern Region. He has made some concrete proposals and projects for the North-Eastern Region. But, at the same time, I would like to know as to why the hon. Minister is keeping a distance towards the Sikkim State. It is also a very beautiful State.

Sir, you will be shocked to know that in the British day there was a railway line towards Sikkim upto Teesta Bazar via Kalimpong. It was washed away in 1950. But we were not able to construct any new railway line since 1950. When you are making the Seven Sisters, more beautiful than why do you not like to take any steps to make Sikkim also beautiful in the railway map? As far as Gangtok is concerned, there should be some railway line... (Interruptions)

As far as new trains are concerned, no new trains have been started in North Bengal. The two trains have gone beyond Shri Sontosh Mohan Dev's area. In this way, the mid-way passengers will suffer the most

Previously the Kamrup Express and North-East Express used to move from Howrah to Guwahati and Delhi to Guwahati respectively. Now, both the trains will move upto Tinsukia.

Sir, there is an English poem, 'Water water every where, but not a drop to drink!' As far as the passengers of Sikkim are concerned, their position is the same. The trains are there in North Bengal. You will find so many goods trains and passenger trains but not a single train to board. What is the position of this train if you like to board? I think, it is not better than poultry boxes.

Sir, on the 25th of June, hundreds of passengers with genuine tickets were forced to travel on the roof-top of the boggies of Awadh-Assam Express. Ultimately, nine passengers fell down and got killed. This is the position. From the pockets of the persons who died, they found tickets from Delhi to Coochbehar. However, the hon. Minister did not provide any new train from New Coochbehar to Howrah.

Regarding punctuality of trains, I do not want to say anything.

Persons from other areas may say that the trains are running thirty minutes late or forty minutes late or one hour late, but it is on the record of the Railways that the trains in the North-Eastern are run late by 26 hours or 37 hours. It is a question of running late only by a day... (Interruptions). Yes, Rajdhani Express also is running in that manner. So, this is the condition of trains in that area. If there is no double line and if there is no electrification, it is impossible to run the trains on time and because of that, the people of that area are suffering a lot. Even the Congress Government did not given much importance to that area.

Regarding the stoppages, I have been asking and the people of that area have been asking that let there be some stoppages of the long-distance trains, particularly of the Rajdhani Express. The former Railway Minister, Shri C.K. Jaffer Sharief Ji had announced that these trains from New Delhi to Guwahati are meant mainly for the people of the North-Eastern region, North Bengal and North Bihar, but what is happening today? This train is meant for the Kanpur people, for the Allahabad people, for the Mughalsarai people, for the Patna people, for the Barauni people, but not for the North-Eastern people or for the North people. Why? Are the two crore people of that area not paying money to the Railways?

What to talk of the other trains, you will be astonished to see the running time of the Teesta-Torsa Express. It leaves at 1530 hours and reaches next day at 0830 hours, taking a total of seventeen hours. The average speed of this train comes to just 40.6 kilometres per hour. And it is an express train! The Railways are charging express train fare from the passengers for this train. The same is the case with the prestigious Darjeeling Mail. This train is running right from the British day - of course, the route is different now. A number of

foreign tourists travel by this train. But you will be astonished to learn that this train leaves the starting point, that is, Sealdah at 1915 hours and reaches New Jalpaiguri at 0830 hours. So, the time taken is 13 hours and 15 minutes; the average speed is 41.2 kilometres per hour. And what is the condition of the coaches of this train? On rainy days, one will have to put an umbrella over his head even inside the train! This is the condition of the coaches. Nobody can travel by that train. These trains are maintained by the Eastern Railway. But these coaches will first be used in Kalka Mail, then in other trains, and when they become rotten, they will be used in the Darjeeling Mail or in the Teesta-Torsa Express or in other trains. So, you can imagine the condition of those coaches. Nobody cares for the North-Eastern Region. The N.E. Railway is so such neglected.

18.09 hrs.

(Shri P.M. Sayeed *in the Chair*)

With regard to the Serighat Express, the new train that has been introduced, we have asked for one stoppage at new Coochbehar, as in the case of Rajdhani Express, but the Railway Department says, it is not possible. Here is a book 'The Trains at a Glance'. It is the Railway time Table-of course, it was prepared during the time of Shri C.K. Jaffer Sharief. On page 62 of this book, you will find a mention of this Howrah-Sealdah-New Jalpaiguri-Darjeeling-Guwahati Serighat Express. I will have howrah at 2200 hours and reach Guwahati next day at 1600 hours. This is certainly a superfast train and the speed of this train is fifty kilometres per hour. At least it is better, compared to other trains.

Through it is named as 'Superfast' it was not like the other Superfast trains in the other Railway zones. They are not allowing five-minute stoppage at New Coochbehar. This is the bureaucracy that is ruling the Railway Department. But here you will find that the train reaches Malda station at 4.50 p.m. and leaves at 5.50 p.m. One hour's stoppage has been given at one station. Why is it so? Whose interests is it serving? Can the authorities explain this position? A similar position is there about other trains. They do not care about them.

MR. CHAIRMAN: Please conclude now.

SHRI AMAR ROY PRADHAN: Sir, I can tell frankly that if the trains are not maintained properly it will be difficult. This is a particular zone without covering which you cannot move to the North-Eastern region. Where are my friends Shri Sontosh Mohan Dev and other who said that the North-Eastern people will be happy and there is so much for them. It will ultimately create a bottleneck if you do not have it this way. I do not like to sit in *Dharna* here or outside this building.

(*Interruptions*) No sir, I am not yielding.

MR. CHAIRMAN: He is raising a point of order.

[*Translation*]

SHRI CHAMAN LAL GUPTA (Udhampur): Mr. Chairman, Sir, I have a point of order. The Railways have two hon. Ministers. The Railway Budget is being discussed here but neither of the two is present in the House. Whom are we addressing and what is the use of our Making speeches in their absence?

MR. CHAIRMAN: He was sitting just before. I shall call him.

(*Interruptions*)

[*English*]

MR. CHAIRMAN: The hon. Minister sitting here is taking notes. The Minister of Railways was always sitting here. He has just now left. You have seen him.

[*Translation*]

DR. S.P. JAISWAL: Sir, during discussing on flood control I had pointed out the concerned Minister was not present, but it is joint responsibility. The hon. Minister did not accept it. He said at the end of his speech that he would not be able to do anything because it concerned other Minister. I would request you to call the Minister of Railways.

[*English*]

MR. CHAIRMAN: There is no point of order. Shri Amar Roy Pradhan may continue.

SHRI AMAR ROY PRADHAN: Sir, you cannot avoid this portion of North Bengal and Sikkim. If you want to develop the North Eastern Region by avoiding this it will give no effect. It was the warning. It is not my view. It is said in the *Times of India* and I want to quote it.

MR. CHAIRMAN: You must conclude now.

SHRI AMAR ROY PRADHAN: Sir, you please give me three more minutes.

MR. CHAIRMAN: You have already taken 15 minutes.

SHRI AMAR ROY PRADHAN: Sir, please give two minutes more.

It is said in the *Times of India* and I quote:

"The projects proposed in the Railway Budget for the North-East suffer from various drawbacks according to experts. First, they say, is the failure to include the section from New Jalpaiguri to New Bongaigaon on the Northeast Frontier Railway (NFR) for doubling of tracks. The experts say this omission may lead to serious traffic congestion in the coming years."

So, non will be happy including the North Eastern people. Without helping North Bengal and Sikkim areas you cannot move to other places. What will happen otherwise? I do not like to sit in *Dharna* inside this

House. I do not want to sit in *Dharna* outside the Parliament House. The people will come to sit in *Dharna* on the railway track. If the track gets blocked what will happen? The Minister of Railways will have to have some other type of Railway - the air railway - or jumping railway and they will start and Kishanganj and throw the people at Bongaigaon. That will be the position.

You may go to Calcutta by avoiding Bihar. You may go to Madras by avoiding Madhya Pradesh and States. But you cannot go to the North Eastern region by avoiding North Bengal and particularly Darjeeling, Jalpaiguri and Coochbehar districts. This being the situation, I request the hon. Minister to give a special consideration to this area. I hope that the hon. Minister will give a special consideration at least to these areas.

MR. CHAIRMAN : Please conclude. I am calling the next speaker.

SHRI AMAR ROY PRADHAN : Yes sir. Lastly I request the hon. Minister to introduce a new Shatabadi Express train from Howrah or from Sealdah to New Coochbehar for the benefit of the people of this area ... (Interruptions)

[Translation]

SHRI NARAYAN ATHAWALAY (Mumbai North Central) : Mr. Chairman Sir, the hon. Railway Minister in his budget speech has repeatedly said, "the hon. Members will be pleased to know" and I was waiting for the moment of happens during his entire speech.

Sir, being a resident of Mumbai, I shared the happiness of lakhs of sub-urban railway commuters of Mumbai on his announcement that there would be no increase in the existing fares of monthly and quarterly season tickets but it is a tip of the ice-berg. There is nothing in the budget of Maharashtra which could please us.

When his speech - train tended to get late beyond Assam, Andhra Pradesh and Bihar, the hon. Members got restless and were calling the names of their respective states. My colleagues from Maharashtra were also calling 'Maharashtra, Maharashtra'. The hon. Minister of Railways should have consoled them that the names of all states would follow. At last the hon. Minister touched upon Maharashtra and named Karjat - Khopoli - Chanda - Amravati - Latur - Roha - Manmad - Nasik - Nanded - Pusad - Wardha - Diva - Basai - Panvel and Mumbai stations.

He called the names of several other villages of Maharashtra but did not do anything.

About Maharashtra, the Railway Budget is full of expressions like work has been completed, work is in progress, is likely to be completed next year, has been taken up, survey has been accorded priority. Maharashtra is proud of its glorian history and, therefore, the hon. Minister retold the past history but conceded the present. In Maharashtra, the trains are running and

will continue to run. But, it is unfortunate that the hon. Railway Minister bypassed many demands of this State.

Sir, the hon. Minister has said that electrification of Karjat - Kopali line has been completed, the work of gauge conversion of Gondia - Chanda fort is in progress, gauge conversion of Mudkhed - Adilabad will be completed next year, gauge conversion of Latur - Miraj line has been taken up, the work of laying new railway track along Amravati - Narkhed - Latur road is going on, the work of Panvel - Karjat new rack will be taken up soon and the gauge conversion of Diwa - Basai and Dewa-Panvel is in progress. These are all old projects and no new line has been included in this budget.

In Mumbai, the Railways can mobilise resources by sexing their surplus hand and invest the same on railway projects or Maharashtra. The hon. Railway Minister has not given a thought to this proposition. It is true that he did not get time for it. He could not given much for want of sufficient time. If appears that he included new 'time-table' in his budget to conceal his viability to provide new railway lines.

This budget has not taken care of the difficulties faced by lakhs of daily sub-urban commuters of Mumbai. The centre has always been callous to Maharashtra. The new United Front Government also appears to the adopting the same attitude.

This budget has provided Rs.3 lakh for Pune Railway Station and sports ground which is not even one percent of the estimated cost. The estimated cost of construction of new platform and new station building the Ghat Capoor East is Rs.1.4 crore against which only a sum of Rs.10 lakh has been included in the budget. The estimated expenditure on the improvement Doviwali traffic facilities is Rs.50.50 lakh but only a sum of Rs.10 lakh has been provided. For 25 K.V.S. traction conversion of 1500 volt D.C. in Bombay Division, a sum of Rs. 63 lakh has been provided this year against the estimated outlay of Rs.547.57 crore. This budget is an indication of how miser, the Central Government is towards Maharashtra which gives it so much of revenue.

Sir in the hon. Railway Minister while speaking about the N.U.P.T. Mumbai Urban Transport Project-II, said that 50 percent share of the cost of this project has been allocated to Mumbai, but this has been done only after the approval of the World Bank. The Railway Ministry never wanted to share the cost, but the World bank made is mandatory. The Ministry has not yet accepted the World Bank proposal of creating a Mumbai Suburban Railway zone by amalgamation of Mumbai West and Central sub-urban Railway. The hon. Minister has by-passed the long standing demand for creating an Autonomous Suburban Railway Division.

The Maharashtra Government had recommended to the Railway Ministry inclusion of three new railway lines in this budget. They are 145 kilometre long Pandharpur - Lonand track, 115 kilometre Kalhapur -

Ratnagriri track and 320 Km. Sholapur - Beed - Chalisgaon track.

I agree that the backward areas should be developed but at the same time, the developed areas should not be allowed to become backward. If further development of developed areas stagnates, the development of backward areas will become more difficult. Maharashtra has also backward areas backward people.

The survey work on Vrara - Umared - Chimur track has been completed, but no budget provision has been made for this route. Similarly, surveys for Jalna - Khapgaon, Dhule Narkhana have also been completed.

There was also need for inclusion in the budget Nagpur - Nagbhid, Yavatmat - Murtazapur - Avalpur and Nagpur - Savner - Chindwada tracks for gauge conversion.

It is not possible for me to name all the lines. I would repeat that the provisions included in the Railway Budget Maharashtra is just a tip of the iceberg.

[English]

SHRI TH. CHAOBA SINGH (Inner Manipur) : Mr. Chairman, Sir, this is the first time that I am going to speak in this House, and I am going to do so in my own language. That is, Manipuri. I hope, Mr. Chairman, that you will kindly permit me to do so, as Manipuri has already been included in the Eighth Schedules of the India constitution. This will be the first speech in Manipuri in the history of the Indian Parliament.

*SHRI TH. CHAOBA SINGH :-

Mr. Speaker Sir, at the outset, I would like to express my appreciation for the opportunity and time given to me for participating in the Railway Budget (1996-97) General Discussion being held today. I would also like to point out that during the short period of 40 days that the United Front Government has been in power, the Railway Budget (1996-97) presented by the hon'ble Railway Minister is indeed very encouraging especially for its marked departure from the earlier Railway Budgets presented so far as it has laid special emphasis on development of Railways in the backward areas and in particular the far flung remote North Eastern state.

Mr. Speaker Sir, after the laying of the 1st Railway line in 1853 between Bombay and Thane which was 143 years ago and also 49 years after independence, the total railway line laid so far is 62,660 kilometres route with about 7000 Railway stations employing approximately 1.6 million employees. But it is a matter of concern that 143 years after 1st rail line was laid, there are no railway lines, railway station or the consequent employment opportunities in Manipur State till today. In fact, none of the state capitals in the north-eastern region except for Assam is connected by Railway line. The case of Manipur State is particularly

to be noted as it is the only State out of the other North-eastern states yet to be touched by a railway line:

Mr. Speaker Sir, it is thus clear that 49 years after independence, in all the Railway Budgets presented so far, year after year where crores of Rupees have been sanctioned for development of Railway, not a single Rupee has so far been sanctioned for development of Railway in Manipur.

Mr. Speaker Sir, though all the Members may be well aware, I would like to highlight the importance of developing communications and railway lines towards the development of a society, state and the country. As such the border State of Manipur at present is one of the most backward and underdeveloped states in the country and one of the major causes can be attributed to the Railway line not reaching imphal city, the capital of Manipur so far.

Mr. Speaker Sir, I would like to bring to the notice of the Hon'ble Members that it has been reported in some sections of the Press and certain opinions expressed by analysts, Railway officials and some retired Railway Board Chairmen about the financial unviability of laying new railway lines and even conducting of surveys in the North Eastern region and states after the presentation of the Railway Budget (1996-97). In this context, I would like to point out here that the proposed laying of railways line from DIPHU (Assam) to KARONG (Manipur) and further to imphal should not be viewed purely from the short term economic viability and profitability point of view. It should be seen in the larger national perspective like national integration and the resultant exchange of cultural and religious ideas between the far flung North Eastern states and the rest of the country.

Mr. Speaker Sir, while touching upon the economic viability question, I would like to point out that at present huge expenditure in terms of crores of Rupees is being incurred by the Central Government in the maintenance of law and order in the North Eastern states. Furthermore, the Plan and Non-Plan expenditure of the Government of Manipur is mostly on maintenance of law and order, on transport costs, of foodgrains, building materials, essential commodities, etc. by road from the nearest railway head which is about 220 Kms. from imphal city. Such unnecessary expenditure can be avoided and used for developmental purposes only if a railway line is laid upto imphal city, the capital of Manipur. Keeping the above in view, it would be pertinent to point out that the long term benefits in terms of economic viability far outweigh the short term alleged economic unviability of laying a railway line to Imphal (Manipur).

Mr. Speaker Sir, another important aspect that has to be kept in mind is the rising sense of alienation and detachment being felt by the people of Manipur, particularly, the youth resulting in their taking up anti-national activities like insurgency and militancy. This is also a direct result of the poor communication facilities

* Translation of the Speech originally delivered in Manipuri.

and rail links with the rest of the country resulting in under development of the area. In order to remove the sense of alienation and encourage the people particularly in the youth of the North Eastern region to join the national mainstream, the laying of railway line has become absolutely essential leaving aside the financial considerations, economic viability, profitability etc.

Mr. Speaker Sir, I would also like to highlight here that of all the states in this vast country, Manipur is the only state which does not have a proper railway line for the benefit of the people even after 50 years of independence. It is therefore the ardent request of the people of Manipur that out of the Rs.1200 crores earmarked for the development of railway network in the North-Eastern states, priority may be given to the laying of railway line from DIPHU (Assam) to KARONG (Manipur) and further upto Imphal city, the capital of Manipur.

Mr. Speaker Sir, I would also like to take this opportunity to bring to the notice of the Hon'ble Minister for Railways that the facility of Computerisation of Reservation of Passenger tickets may be provided at IMPHAL city also as it is being done at other state capitals of the North East. The people of Manipur at present have to travel more than 400 Kms. for their railway bookings at Guwahati.

Mr. Speaker Sir, in conclusion, I would like to express my gratitude on behalf of the people of Manipur to the United Front Government and the Hon'ble Railway Minister in particular for having presented a far sighted, well balanced Railway Budget with special emphasis on the backward areas in general and the North East in particular. I hope that with the dynamic and enterprising Railway Minister in charge of the Ministry, the aspirations of the people of Manipur of having a railway line upto Imphal will be realised in the shortest possible time.

18.34 hrs.

MR. CHAIRMAN : Now, I call Shri Churchill Alemao to speak. You have got five minutes. You will have to finish your speech within five minutes.

SHRI CHURCHILL ALEMAO (Mormugao) : Mr. Chairman, Sir, at the outset please allow me to congratulate our hon. Railway Minister Shri Ram Vilas Paswan for having presented a balanced Railway Budget with special emphasis on the development of hitherto neglected areas.

A Budget, after all, is a tricky exercise. You cannot satisfy everybody at all times. Yet, Sir, our hon. Minister has made an honest attempt to do justice to all the divisions of the Indian Railway. Though he had very few options, yet he used them judiciously and effectively.

I have listened to the Budget speech of Shri Paswanji with rapt attention. I am happy to note that he has announced some new trains in the South-Central Railway zone which also covers the State of Goa. He

has announced about a new passenger train - Secunderabad-Guntur-Vasco de Gama Express via Dronachalam. This train no doubt would be of great help to the passengers from Goa. Earlier they had to go to Hubli and from there they had to catch a connecting train to Secunderabad. In this process, they had to waste a couple of valuable hours. This problem will now be solved. However, the commencement of this train depends upon the completion of gauge conversion work between Vasco and Londa.

The hon. Minister in his Performance Budget has stated on page 45 that the broad gauge work has been completed upto Castle Rock Station in Karnataka. Castle Rock-Vasco gauge conversion work is targeted for completion of 31st December, 1997. This means that the work on this route will continue for one and a half years more and the Goan passengers will have to suffer the trouble of travelling all the way either to Belgaum or Hubli to board the desired train. The gauge conversion work is going at a snail's pace. And with every train the gauge conversion work is going at a snail's pace. And with every passing day, passengers are subjected to more and more hardships.

I, therefore, request the hon. Minister to see that the work on the broad gauge is completed soon so that the newly announced Secunderabad-Vasco Express can safely enter the State of Goa.

Sir, let me draw your attention to another announcement made by the Minister of Railways. He has said that the running of the Nizamuddin-Castle Rock-Goa Express will be extended this year upto Vasco-de-Gama. This is indeed a misnomer and not a new announcement at all. The Vasco-Nizamuddin Express which is also called the Goa Express was started at our initiative. I was then the Chief Minister of Goa and hon. Member Shri George Fernandes was the Minister of Railways then in the Janata Dal Government. This Express is stated to run between Vasco and vice-versa. It was only because of the broad gauge work that this train now comes only upto Castle Rock. With due humility and respect, I would like to remind the hon. Minister that he is not extending the run upto Vasco but actually he is restoring the older route which was cut off because of gauge conversion work.

I also take this opportunity to thank the hon. Minister of Railways for making a provision of Rs 0.05 crore in the Railway Budget to develop various facilities at Vasco-De-Gama Station. These include maintaining of A/C coaches of passenger trains, standard facilities like pit lines, covered shed, repairs and testing facilities etc. I also urge upon the hon. Minister to upgrade the railway stations at Marmugaon and Curcholem which are indeed in a pitiable state.

There is a mention in the Budget of a railway over-bridge in lieu of level crossing No 21 Marmugaon. Let me remind you that the corner stone of this bridge was laid by the then Minister of Railways Shri George Fernandes during the Janata Dal Government when I

was the Chief Minister. However, subsequent Governments did not pay much attention to this over-bridge and that corner stone was lying there as a perpetual monument of neglect. Now the work has started but not with the desired speed. It is taking unduly longer time causing a traffic hazard. The anticipated loss from this bridges is of Rs.5.50 crore and in the current Budget we see an outlay of only Rs. 8.3 crore. This leaves a balance of Rs.5.28 crore to be provided for. At this rate, I wonder when this over-bridge will be ready for traffic.

Sir, the hon. Railway Minister in his Budget speech has spoken about starting new lines to promote spiritual tourism as well as nature tourism. In this regard, I would like to recall a demand made by me earlier. I had requested the Ministry to start a direct train from Vasco to Nagapatnam in Tamil Nadu to facilitate the pilgrim from Goa, Karnataka and other States to visit the holy church of Our Lady of Vailankan and also the temples. This train would also directly connect the West Coast to the East Coast of India.

Besides there are several centres of pilgrimage in southern India which the passengers travelling in this train can visit. At present thousands of Goan pilgrims visit Vailakin. But they are put to great hardships since they do not have a direct transport facility. Therefore, I urge upon the hon. Minister to give a serious thought to this proposal.

You may also be aware that the State of Goa is today one of the most favourite tourist spots in the country. It is called the paradise of the west coast. However, the Railways have not done much to help the tourist inflow. We need an express trains on the lines of Rajdhani Express from Delhi to Goa for the benefit of Tourists. The Nizamuddin-Goa Express takes about three days to complete the journey. We need a much faster train. The problem will be eased out with the induction of Konkan Railway, no doubt, but still the hon. Minister is requested to think over this matter.

The Indian Railway today provides direct employment to 1.6 million employees. But I wonder how many of these employees belong to my tiny State, Goa. We are told that the Railways have Recruitment Boards at 19 centres. Goa does not figure among them. I have already urged upon the hon. Railway Minister to open a recruitment centre in Goa to help the local youth. I take this opportunity to repeat this demand.

Sir, regarding the Konkan Railway Corporation the hon. Minister in his speech has said that he is expecting special help from the Finance Ministry and the Planning Commission. I understand the KRC is facing an acute shortage or resource in the last stage of its completion. But at the same time kindly permit me to point out the shortcomings of the KRC. The Konkan Railway passes through the State of Goa and you may be aware that the KRC Work in Goa is not up to the desired standard.

They have not adhered to the recommendations of the Oza Commission regarding construction of tunnels and bridges. Recently there was a problem at village Cortalim where the mud embankment connecting the railway bridge developed cracks and sunk into the Khajan land. This was nothing but sheer negligence on the part of KRC engineers and supervisors who did not give a thought to the geotropic nature of the Goan lands. Now the KRC has planned to abandon the embankment and decided to construct a new one. This would mean more delay in the commissioning of Konkan Railway. Can the hon. Minister tell us how does he expect to complete the work by the end of October when the monsoon will be at its peak in this region?

Despite all these suggestions and reservations I would like to compliment the hon. Railway Minister for presenting a fine-tuned Railway Budget. He had not harmed the common man. True, he has administered some bitter clauses here and there. But, he should remember that an overdose of too many sugar coated pills is also harmful for the health.

With these few words I support the Railway Budget presented by Paswanji.

[Translation]

KUMARI SUSHILA TIRIYA : (Mayurbhanj) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. Every year, we are asked to sit late by two hours for speaking on Railway budget. Although efforts are being made to bring us in the main stream, yet we are still far from the mainstream, and I would through you, like to bring this fact to the notice of the hon. Minister.

Sir, there has been a demand from my area when Shri Scindia was the Minister. (Interruptions) I never interrupted when an women members were speaking from your side, then why are you not allowing me to speak. (Interruptions)

VAIDYA DAU DAYAL JOSHI (Kota) : Sir, three Members from the congress have spoken consecutively. (Interruptions)

MR CHAIRMAN : Mr. Karia Munda and Smt Sumitra Mahajan have spoken from your side Shri Joshi, you are a senior Members. It is not fair on your part to say such things. The Chair has been fair to all. Please resume your seat.

KUMARI SUSHILA TIRIYA : We always listen to you patiently, but you disturb us when we speak. It is because I belong to tribal area? This is not fair... (Interruptions) I would like to put forth a few demands of my area. I would like to point out that if a disciplined Member makes his/her demand in a disciplined manner his/her demand is not accepted and if one makes it in an unbecoming manner, he gets more. Sir, we have been demanding a metre-gauge line since Shri Scindia was

the railway Minister. There have been strikes, agitations in university, you agitations, political agitations but no body listened to us :

Kisase Kagoon Apani, Koi is Kabil Nahin.

Wahan Patther Pigalta Hai, Par Dil Nahin.

My demand will definitely be met but it will need a humane heart. When Shri Paswan's assumed charge of the Railways he had been Minister for four months earlier also and could not do much we had great expectation from him because he is a 'dalit' and I also represent 'dalit'... (Interruptions) He had said that he would try to provide rail links to backward areas, tribal inhabited areas. But it appears that we are born for struggle, we tried our best last year but in vain. We will have to fight to come to the mainstream. Every party speaks of SC and ST but none has made serious efforts to bring us in the mainstream.

Last year's budget included a provision of Rs 7 crore for gauge conversion of Rukan - Bandripur railway line which was later slashed to Rs 5 crore it was further reduced to Rs 3 crore, but this provision also remained unutilized. Now the Railway Minister has raised it to Rs.50 lakh. It is just like giving lollypop to the child. Yesterday, we sat on hunger strike and the hon. Minister assured us to augment the amount for gauge conversion. I accept the assurance because he belongs to 'Dalit' I hope he would agree to our demand and bring us in the mainstream.

Secondly, we talk of unity, integrity I do not want to contest it. They can give Rs 2000 crore for constructing tunnel in Jammu and Kashmir but not Rs 57 crore to us. We have got only Rs 3 50 crore after struggling for 10-15 years. By what time he would provide the estimated amount? I hope and expect from the hon. Railway Minister that he will listen to us and give us something during his tenure. I would request him to provide more funds for this line. This track should be taken with Badam Pahad Railway station and further to Jamshedpur. There will be required some small tunnels. They should be constructed.

Then there is the question of employment of SCs and STs. It was said that jobs should be provided to the people of each constituency. But I would say that special recruitment drive to clear backlog of SCs and STs was initiated in the Railways in the past but so far not selection has been made. In 1990-91 and 1991-92 special recruitment for SC/ST was made in Bhubaneswar and Ranchi, but many of those selected have not been given appointment so far. They were informed in writing that they had been selected but their appointment would be made later. What is the meaning of special recruitment? Why Railway Budgets makes mention of SC/ST recruitment and clearing of their backlog? Shall we go on talking like this or do somethings concrete in this regard? We have been saying this since Independence.

I would request the hon. Minister to realise our agony and think something for us because, for the first time, a 'Dalit' has become the Railway Minister of the country, and for the first time, a person belonging to SC/ST got representation in this House. We have, therefore, some expectations from him.

He has given much to Orissa. I am thankful for it. A Zonal Office has been given for Bhubneswar. We always remain involved in our local problems. How can then we think of resolving National problems? We confine ourselves to the demands of running large trains and other developmental works for Bhubneswar, and Cuttak. We have not come out of these considerations and can not think on national line. However, he will tell us the reasons for not providing the railway line. I will tell him what advantage this line will have. The district from which I came has several mines, iron ore is available there in abundance. There is a metre gauge line - Guramseni - Badam Pahar, which is adjacent to Jamshedpur. Many labourers work there and attract iron ore but wagons are not available for loading. One or two wagons are given in a year. The labourer is retrenched after one year because there is no work. Injustice is done to them. They are indirectly deprived of their livelihood. No industry can be set up there for want of a railway line, whatever subsidy we may provide to the entrepreneurs. The North Orissa University has been sanctioned for this district and one thousand acre of land has also been acquired but it is not coming up in the absence of railway line. If this small request for the railway line is accepted, the industries can grow there, the North Orissa University can become functional and the tribals can supply various species of forest fruits, forest based goods articles. Calcutta and Jamshedpur are very near from there. They can do some business by suppling these things by train. It is a small demand worth Rs 57 crore. I would not like to dwell upon national problems.

The railway line in my area was provided by our ex-Ruler in 1905 when there was no other line in Orissa. That line should be developed so that tribal children may be able to go outside for their studies, the industrialist may come there to set up industries. It will also help in checking growing unemployment in this area. Generally tribals do not do business, they have now started doing petty business.

But, if once this train is introduced they will get involved in business activity and try to come into the mainstream.

I will speak on one or two points. We have many tourist spots. My district is the most backward district of Orissa but at the same time, it is most cultured and most dignified. When we talk of sovereignty, unity and secularism, it is our State where the ruler and the ruled eat together and Hindus and Muslims live together. We are backward only in matter of Railway facility. I would request again and again that more funds should be included in this Budget for the said Railway line.

Some recruitment have taken place for SCs, STs. They were given appointments but they have not been absorbed in the service. They had got appointment letters two years back but they are still sitting at their homes. I have with me here two appointment letters which were given in 1990. These letters belong to tribal youth. This is all an eye wash. It is beyond our comprehension.

I would like to congratulate the hon'ble Minister for announcing special Railway facility in this Budget for the North-East. It was necessary. If he happens to visit our area, he will find that it is just like the North East. It is a part of North East and there are many projects which were inaugurated but work did not start. We must do something for our area also. Some schemes must be implemented in each SC-ST dominated area. Development does not always mean development of Mumbai, Calcutta or Delhi. I am not against their development but my submission is that we are going into 21st Century. The Schemes already sanctioned for backward areas, SC-ST dominated areas should be taken up to ensure progress of the people so that we may feel that we have done some justice.

More provision should be included for the safety and security of lady passengers and other railway commuters because there is insufficient security in Ladies Compartment. He will have to increase security measures particularly for ladies compartment. There should be some system to announce the approaching Station. We have to go to Calcutta, Kharagpur, Baleshwar and Jamshedpur to book our tickets for Guwahati. I would therefore request that a ticket reservation office should be set up at Rajanpur and Baripoda. Similar arrangements

19.00 hrs.

should be made available at Barikota and Rajanpur for reservation of tickets for Madras. We have in our district a narrow gauge line at many places like in Palgor, Darikudaeti. We have also many roads, national highways, Panchayat roads but the Railway level crossings there are unmanned. These level crossings should be manned to avoid accidents.

I congratulate the Minister for increasing the Accidental Family Compensation for Rs. 2 lakhs to Rs. 5 lakh but for minor injuries he has provided only Rs. 500. The prices of medicines have increased considerably and this paltry amount should be increased. If he takes care of the welfare of SC-ST and backward classes, the people would feel that the Government is really interested in doing something for them. I would request him to work for the welfare of these classes.

[English]

SHRIMATI SARADA TADIPARTHI (Tenali) Sir, I welcome the Railway Budget presented by the hon. Minister, Shri Ram Vilas Paswan. The Railway Budget

is in favour of poorer sections and is very much in accordance with the Common Minimum Programme of the United Front Government headed by the hon. Prime Minister, Shri H.D. Deve Gowda.

However, I submit to this House that if 'no-increase in railway fare for 200 kilometres' is extended up to 400 kilometres, it will help the middle class and a lot of poor people.

I would like to point out that computerised reservation has created a lot of problems for ladies who do not get lower berths in spite of requests. It could, therefore, be fed into the computers in such a way that ladies are allotted lower berths only. I have got no gender bias. So, I appeal that men above 55 years should also be provided lower berth.

Another point is that action should be taken to ensure that drinking water is available at all the railway stations throughout 24 hours. During hot summer, taps at railway platforms remain dry. Poor people cannot afford 'Bisleri' water bottles. At least, this basic amenity should be given top priority.

I am a new Member. I have got elected from Tenali parliamentary constituency of Andhra Pradesh. Tenali is an important railway junction on Madras-Howrah main line with a minimum of 240 trains passing through that station daily. But there are not even minimum facilities at the railway station to cater to the needs of the people of my constituency. The most important issues which need the immediate attention of the hon. Minister are: the Nagarjuna Express bound for Hyderabad starts from Guntur. But my request is that Tenali be made the starting point of the Nagarjuna Express which will contribute to the long-awaited need of the people for a fast express train to the capital of the State without much financial involvement.

Then, I would like to say that no superfast train bound for New Delhi halts at Tenali though it is an important junction.

Facilities like providing a halt for two minutes for New Delhi-Madras G.T. Express, Delhi-Travencore Kerala Express and New Delhi-Mangalore Mangala Express is very much required for the convenience of the distant-bound passengers.

Sir, Tenali railway station was constructed long back and so there is urgent need for development of infrastructural facilities at the railway station. Therefore, I request the hon. Minister to kindly sanction the necessary budget for the infrastructural facilities.

I would like to say one more point. Stopping of Satavahana Express at Mahboobabad station in Dornakal-Warangal section of the South Central Railway may be considered. Sir, through you, I would request the hon. Minister to kindly consider all the issues mentioned here in the larger interest of the people and initiate action in that direction immediately to fulfil the

promises made by the United Front Government, for the good of the people.

SHRIMATI RAJANI PATIL (Beed) : Mr. Chairman, Sir, the hon'ble Minister in his Railway Budget for 1996-97 has shown total negligence to our area. The area which I request has no railway line. If one has to see a train he will have to see it in the books or he will have to go to some other areas. We have not been given any Railway line during the last 45 years nor has any industry been set up there. In the entire Maharashtra my constituency is known for Sugarcane labourers. They number about 3 to 350 lakh. They work in sugar Mills in West Maharashtra, Goa and Karnataka. The workers take with them their families and carry their belongings in the bullock carts. The provision of a Railway track in this area will not only provide travel facility to us but will provide employment to the youth. The future of coming generation is linked with this Railway facility. In the interim Budget presented in Feb. 1996 by the previous Minister Shri Kalmadi he had said that the work of new Railway line was being taken up even before the Ahmednagar-Beed-Parli (Vajinath) Railway Line work for the benefit of backward Maharashtra region. A provision of Rs. 1 crore had been included for the 240 Km Ahmednagar-Beed-Parli (Vajinath) Railway Line but no provision has been included for the railway track for which survey had been completed in March, 1996 while inauguration of this line was done by Shri Kalmadi. It was perhaps the inauguration of the coming Lok Sabha Express. The inauguration was done at a place where, if we want to construct a Railway Station, we will have to demolish the town in the middle. We are expecting that the new Government will be fair to us and make provision for this Railway Station but it is unfortunate that this year, a provision of Rs. 1 lakh only has been made against the Provision of Rs. 1 crore made last time. Rs. one lakh have been provided for the project involving an outlay of Rs. 352 crores. And at this speed, I think, it will take 35 thousand years to bring the Railway line in my area. I would request him to withdraw this provision of Rupees One lakh. Otherwise also, Maharashtra has been detailed in this budget. However, I would like to submit most humbly that if the Government did not reconsider the question of construction of Ahmednagar-Beed-Parli (Vajinath) Railway Line, the local people will have no other option but to launch agitation. The hon'ble Railway Minister Shri Ram Vilas Paswan is not present here, still I would say

MR. CHAIRMAN : The Minister of State is present.

SHRIMATI RAJANI PATIL : Paswan ji visited my area twice. That is why I want to remind him of his assurance and hope that he will consider inclusion of a Railway Line for my constituency and that he will give a new direction the railway network.

Secondly, I would like to make a point about canteen contract. In my opinion, if this contract is given to women

the passengers will get hygienic food. 33 percent jobs should be reserved for women. There are two bogies reserved for women in local trains and their number should be increased to three to provide better facility and safety to women. The Hon'ble Member Sushila ji has also made this point. I will request the hon'ble Minister to do justice to my Constituency and include more provision in the Budget for the development of my area. With these words I conclude.

SHRI KALPNATH RAI (Ghosi) : Mr. Chairman, Sir, the Government of our country has accepted the global economy and decided to speed up economic liberalisation. The transport sector, the telecom sector, power sector and the coal sector have a vital role in this race. The hon'ble Railway Minister has presented the Railway Budget keeping in view the importance of these sectors and I support this Budget. My hon'ble friends should know that we had developed 54,000 km. Rail Lines during British Rule but only 8,000 km. Rail Line was developed during the last 50 years of our independence. (Interruptions) The problem cannot be solved on Party Lines. We should ponder how we can achieve further development. The Congress, the BJP will not be able to resolve the problem. This is a National Problem and all the hon'ble Members should deliberate on it. We have been able to provide only 8,000 Km. railway line. The Britishers built railway network in India to carry by trains raw material to Lancashire and Manchester and to send finished goods to those areas of India where they have sufficient market. This was the approach of English imperialism. From the day this Government came into power, it has kept before it the prime aim of developing backward areas and to give preferential treatment to the most backward areas, to strengthen the economy of the entire country, to make the country powerful and prosperous. Our Planning Commission and our Railway Ministry should proceed further with these aims in mind. But today the railway system is on the verge of collapse. It has 16 lakh employees. The traffic has increased three-fold after Independence and the freight has gone up by five times, but the strengthen of employee has not increased correspondingly. I would like to submit that no country can forgo ahead without adequate infrastructure. This is the supreme sovereign body of India. Most qualified and able Members representing 12 lakh people each have come to this August House. We will have to take up the matters pertaining to national progress and build consensus on them. Otherwise, we will not be able to make our country as strong as we want to make it.

Many Members have spoken and put up their demands which involve large expenditure and the present Budget can meet only 5 percent of this requirement. I have seen in this House that whenever the Railway Budget is presented, for example, the last year's Budget of 10th Lok Sabha, it was discussed for 3 days, 3 nights, and earlier also, when the Janata Party Government was in power, our hon'ble Members

put forth their demands in the same way and discussed them. I have the privilege to be in this August House and in the other House for the last many years and every Member wants development of his constituency. The transport sector, particularly the Railways has a major role in the development. Discussions take place in this House and my very learned friends speak and give facts and figures. They demand funds and if we compile the figures of funds demanded under this Budget, it will not be possible to provide those funds. Has this Budget the capacity of meeting every demand? I shall say no.

Sir, the biggest problem that the railways are facing is the mobilisation of resources. They should be mobilised in a large quantum. We must also fix priority areas and high priority areas. Today, India is passing through industrial phase. There are 5-6 crore educated unemployed persons registered with the Employment Exchanges. In fact, there are 15-20 crore able-bodied, healthy persons unemployed in the country. They want jobs. We must formulate our policies to provide them jobs to make use of this manpower for strengthening our Nation. We must have some sort of planning in this regard. The country is passing through an industrial revolution. Sir, Telecom, Transport, infrastructure, Power are necessary for industrial revolution. Therefore, the cement producing areas, the coal bearing areas, the infrastructure required for Power Production, the manganese ore bearing mines should be covered by railway network to ensure easy movement of raw material to Industrial houses. This will ensure industrialisation and provision of jobs to crores to unemployed persons. Does the Railway Budget represent this concept? Does our approach conform to this Planning? The policy of appeasement - whether it is the Congress Government or the United Front Government - will not resolve the problem. The Congress has been in Power. These people, when in the opposition, used to talk tall. Today their faces are changed. The people who did not allow the House to function, have assumed power today. Therefore, they should implement their policies with sincerity and responsibility.

AN HON'BLE MEMBER: Please give me a little time.

SHRI KALPNATH RAI: I am in favour of giving him time but I would like to ask my CPM friends... (Interruptions)

MR. CHAIRMAN: You please address the Chair. Otherwise, they will go on provoking you.

SHRI KALPNATH RAI: I will not say anything which may provoke my colleagues. What I want to plead is that the Planning and the budget should be framed in such a manner that the priorities thereof must benefit larger part of the population of the country. Our aim is to make the country strong and the Planning should aim at this end. What is the railway system in Japan,

Germany, Russia and England? We have inherited the railway infrastructure from Britishers and we can take our country forward by strengthening that infrastructure.

Sir, the Surface Transport is catering to greater load than the Railway Transport. The strengthened and systematised railway network will provide cheaper transport to the people. The same thing applies to freight also. If 90 percent of the freight is lifted by railways it will cost less and this will, in turn, make available cheaper goods to the people.

Now, Sir, have a look at coal problem. We are lifting coal by surface Transport and as a result, it has become dearer. The bricks and other things have become costlier. Therefore, I want that goods should be transported by the railway network and the additional number of Railway track should be provided as per requirement. This will strengthen our Coal structure. But this budget is devoid of this proposition. I am not criticising the budget. What I am saying is that he should endeavour to give priority to this core sector.

The Airways is another mode of transport. The fare for Varanasi is Rs.2500. Still people stand in queues. The state of reservation in the Railways is very bad. There is waiting list for 3-4 days for going to Calcutta, Varanasi and Mumbai. I receive 50 to 200 people daily who request me on telephone or write on my letter pad for getting railway reservation because, if they stay in Delhi, they have to spend Rs 50 each daily on board and lodging. If they want to go to their native places, they do not get reservation. In other words, the trains fall short of passenger traffic. Trains from New Delhi, Old Delhi and Nizamuddin Stations go to various places and if we have to go to Nizamuddin or Old Delhi Station, it takes us 3 hours to reach the Station because of heavy traffic on the road. Sometimes we miss our train because of this. The traffic has increased two to four folds as also the number of railway passengers.

Railways are the cheapest mode of transport today and travel by bus, taxi or plane is most costly. The air fare for Varanasi is Rs.2500 while the train fare is Rs 100 or Rs.200 and if, for non-availability of reservation, we have to stay back in Delhi then additional amount of Rs.500 per day is required for staying and food in the cheapest hotel. The people coming from outside, encounter great difficulties. There is no parity in railway and bus fares. Late Shri Rajiv Gandhi had on assuming the office of Prime Minister entrusted the Transport Ministry to Shri Bansi Lal and had created separate ministries for Transport, Civil Aviation, Surface Transport and Railways. We will not be able to strengthen our Transport system unless there is proper coordination, proper adjustments among different organs of transport sector.

We are following the policy of globalisation and liberalisation and associating world economy with our economy. If we want to accord preference to high priority

areas, we will have to make the transport sector, the telecom sector and infrastructure more strong.

The Railways have a prominent role in strengthening the economy. The Railways is a very large Department. This is the department which links one part of the country with another. The strength of the economy depends on this network. We aim to achieve a target of 7 per cent GDP. Many hon'ble Members have demanded electrification of more lines because the freight movement is linked with it.

[English]

More the electrification, more will be the freight movement.

[Translation]

What is the position of Power Sector today? We had fixed a production target of 38,000 Megawatt power during the Eighth Five Year Plan and a target of 6 per cent growth rate. While the 8th Plan is coming to a close, we have been able to achieve the target of only 16000 Megawatt. How are we going to develop our agriculture and ensure all round development? Will we continue to depend on heavy rains?

During the last 5-6 years, the Railways have done commendable work and provided livelihood to the people. If we lag behind in developing the Power Sector, the 90 crore odd population of the country will face bread problem and we will not be able to solve other problems. So, we must have a scientific approach, whether it is Power Sector, Transport Sector or irrigation sector.

Shri Ram Vilas is not present here. He should have been present here. He should prepare time bound concrete schemes for the development of the country. Sir, I would like to make a point about Poorvanchal from where I come. It is the most backward area of India having the highest density of population compared to that of many countries of the World. The Britishers and their Government exploited these backward and downtrodden people and, therefore, they migrated to Guyana, Mauritius, Singapore, Burma and other countries in search of employment. But today, there is no such migration. Hon' Members from Mumbai are raising demand for Mumbai and those from Calcutta for Calcutta.

SHRI SYED MASUDAL HUSSAIN : This is wrong.

MR. CHAIRMAN : Kalp-nath ji, you have taken 20 minutes. Please conclude now.

SHRI KALPNATH RAI : I do not want to hurt the sentiments of anybody. I am talking of unemployment.

[English]

SHRI TARIT BARAN TOPDAR (Barrakpore) : Do you know the composition of working class in Calcutta?

[Translation]

SHRI KALPNATH RAI : Yes, I know. It is going on everywhere. We have been talking of providing jobs to local people.

SHRI TARIT BARAN TOPDAR : It is not so in Calcutta. It has 60 per cent non-Bangali population.

SHRI KALPNATH RAI : It has been India's capital before 1911 and we have very old relations with Calcutta. I do not want to hurt the sentiments of any of my friends. The unemployment problem is taking a new dimension and there is need to resolve it. 5-6 crore educated persons are registered with Employment Exchanges. Our railway network is expanding but the strength of employees is not increasing and the resource crunch is said to be the reason. The Railways also have this problem.

Sir, I would like to request that metre gauge lines of Eastern Uttar Pradesh should be converted into broad gauge. They should be electrified to provide cheap mode of transport to all. It will also generate jobs for local people. The Delhi-Gorakhpur train is badly overcrowded. Passengers travel on train roofs. The hon. Members can go and see for themselves at the New Delhi Railway Station. Reservations are not available for even 5 days because this train goes via Allahabad, Varanasi and Mhow. The air travel is costly. We cannot travel by buses because of long distance. Train is the only means, but everybody knows how much difficulty passengers face.

Mr. Chairman, Sir, thousands of agriculture labourers from Eastern Uttar Pradesh and Bihar go to Haryana and Punjab. They also go to Guwahati, Hyderabad and Chandigarh for work and therefore, I want that some trains should be introduced at least for these poor people.

Hon'ble Satpal Maharaj ji is present here and he is aware of the problems of Uttar Pradesh. No Government has worked for the development of Uttar Pradesh and Bihar. The development has come to a stand still there. I would request the Government to work for the development of these States instead of talking tall.

With these words, I support the Railway Budget and request Ram Vilas ji to accord preferential treatment to our backward region.

SHRI RAM KRIPAL YADAV (Patna) : How can you say that there has been no development of Uttar Pradesh when it has given the maximum number of Prime Ministers?

SHRI KALPNATH RAI : The Prime Ministers have no relation with development. Has Bihar developed because of the Chief Ministership of Mr. Laloo Prasad Yadav? The development does not take place because of Chief Ministers. Development takes place if one has the determination to do the job. Hindi speaking areas have not been developed during the last 50 years. All

the metre gauge tracks of this area should be converted into broad gauge and such other schemes should be introduced as would ensure development of these regions

SHRI M.P. VEERENDRA KUMAR (Calicut) : Mr. Chairman, Sir, I know about the constraint of time. I would not take much time because there are other hon. Members who would like to speak

I congratulate the hon. Railway Minister Shri Paswanji for bringing this Budget, which have a perspective. Probably we are now having a Budget which can be termed truly as national. I do not say that everything could be achieved in one or two years.

I will only make one or two points because of the time constraint.

When the Britishers left India, what was the population of India and now what is the population of India? It has gone by three or three and a half times? If I am wrong, anybody can correct me. I do not want to dole with statistics. How many metres have we laid down after the Britishers left India? It is one-fifth. The population growth may be three or three and a half times. The growth of the Railway may be one-fifth of what it was during the time of the Britishers. So, it is a long history and within the given parameters. I feel that the hon. Paswanji did a tremendous work not only with a national perspective but with a vision wedded with integration.

I do not want to talk about the Far East because those hon. Members talked about it. There is a reference to Kashmir. I am a Member coming from Kerala, which is the southern tip of India. Kerala and Kashmir have a cultural bondage. Our Thiruvananthapuram is called 'Anantapuri'. We have Anantnag in Kashmir. Adi Sankara went to Kashmir by walk and we want to go to Kashmir by train. Nobody has talked about Kashmir as much as this Budget has talked about Kashmir.

I heard during the talk, when we were discussing about the Kashmir election, that the per capita expenditure we have spent on Kashmir is Rs. 2,000 or Rs. 2,300. It may be Rs. 90 in Haryana. Whatever it might be, we had the biggest expenditure on Kashmir. Why was Kashmir neglected? I was looked at the map of Kashmir. What does it mean? The money had not gone to the people of Kashmir. It was swindled. By whom? That is another question. I do not want to debate on that.

Now in this Budget there is a reference about Kashmir. Some hon. Members have said that there is a thrust on Bihar in this Budget. What is wrong with it?

Bihar is a rich State but it is also the poorest State. Within the given constraints, my own impression is that Shri Ram Vilas Paswan has presented a Budget with a vision. As I told you, I do not want to go into the other details because of shortage of time.

I will mention one of two things about Kerala. I do not want this House to think that Kerala is a liability on India. We are not a liability. Do you know how much dollars we earn for India? Our NRIs probably might be earning more foreign exchange than what Mumbai or Maharashtra or any other State may earn. How much have we earned? In terms of spices, how much dollars are we giving to the coffers and what are we getting? We are a consumer State. We are neglected.

On passenger traffic I would like to say one thing. I do not know as I do not have the figures. The officials might be having the figures. Probably, you are having the best collections from Kerala. With all this that we are giving to you from here, we are neglected. It is true that this time the Budget allocations are, maybe, three or three-and-a-half times more than what they were before.

I congratulate the hon. Minister of Railways for calling all the Members of Parliament of Kerala and discussing the various problems. Previously the hon. Members have expressed their problems.

I do not want to reiterate the whole thing about doubling of the line from Mangalore to Shoranur and from Quilon to Trivandrum, about the new train, the superfast train and all that. I want to say something which the hon. Speaker knows. I come from Calicut which is my constituency. From Calicut to south of Trivandrum on the National Highway, probably there is only one level crossing. On the National Highway, from Calicut to Kasaragod, up to Manjeshwaram, do you know how many level crossings are there? There are 10 level crossings. To this, there must be a policy that on the National Highways, wherever there is a level crossing, there must be an over-bridge. Otherwise what is the time spent in travelling?

My area is a neglected area. It is backward area. So I am making that one point here and also I am coming from a district which is backward and it has more tribes. Many have never seen trains so far. I would like to make a proposal before the hon. Minister that they must try to connect Bangalore and Kerala through the shortest route. At least, they can cut off 300 kilometres. In Karnataka, the railway comes up to Nanjankot. From Nanjankot to Vadakara, which is near Calicut, the distance is only 150 kilometres. Wayanad is a tribal district which is bordering Karnataka and from Nanjankot, the railway line could be brought via Wayanad and it could be connected to Badagara. What will be the reduction in distance? It will be more than 300 to 330 kilometres, as far as I know.

A survey must be conducted. I know that there are more than 10 surveys already conducted which are on way and to see that whatever surveys are conducted and those surveys to be translated into reality, how much time it takes that we all know about it. But there must be an attempt. So I make an earnest request that Shri Ram Vilas Paswan will at least order a laudable

survey to bring Bangalore which is a fast developing city to Calicut and Bangalore closer at least by 300 kilometres.

On the other issues, he has connected tourism and railways. There is a pilgrimage train. It is a good thing because people must visit all these places. They must know what India is. India could be united only when we understand its diversity. On the one side, when we look at it, we will see the diversity and it frightens us and on the other side, when we look at it, the diversity unifies us. Then, they must go and see the place where Jainism was born, where Buddhism was born, where Islam has its pilgrim centre and where other religious centres are there. All these places are so sacred to this country. It is not a monolithic country. It is not a country where there is monoculture from Kanyakumari to Kashmir and from Gujarat to Bengal, the people just adhere to not monoculture. It is a country with variety, it is a country with different culture, language and everything. I do not want to go into the details.

So I make this submission as far as the Budget is concerned. It does have a national perspective.

It has given a thrust to the backward areas. They have taken care of it. This is one of the best Budgets probably I have come across. I am coming for the first time to the House.

Sir, I have been very respectfully listening to the speeches of the elder Members of this House. Hon. Shri Ram Naik has made one point and I will just make a comment on that and conclude. He talked of Mumbai. He said there is crime in Mumbai. Why is there crime in Mumbai? Is it because of lack of transportation? That was the point he was trying to make. So, why are transportation, communication, etc. not inter-linked? He talked of the crime in Kashmir. Do you think that military can stop crime in Kashmir? Do you think that with military we can unite this country? We have to have the infrastructure for that. Communication and transport are very important for this purpose.

That is why I said that this Budget is a Budget of vision. It is a national Budget in the real sense of the term because Shri Paswan has made an attempt to see India as a whole for the first time.

SHRI PABAN SINGH GHATOWAR (Dibrugarh): Mr. Chairman, Sir, I stand here to support the Railway Budget presented by the dynamic Railway Minister, Shri Ram Vilas Paswan.

Sir, I come from a region where if you want to go from Delhi you have to fly over a foreign country and if you want to come to Delhi then you have to fly over a foreign country. The people who come through rail or road have to cross a very narrow bottleneck to come to the national mainstream of India.

Sir, this time, the hon. Minister of Railways has tried to give some priority, some importance to the burning problems of the North-Eastern Region.

On 13th of the last month, he invited us for a discussion about the burning problems of the North-Eastern Region. We, the M.Ps. belonging to all the political parties, went there and highlighted our problems and grievances to him. I must congratulate the hon. Minister of Railways for amply describing the problems of the North-Eastern Region.

Sir, I want to quote him.

In this context, our thought specially goes towards the North-East region where some people even now seem detached from the country's mainstream. To some extent, their anger and dissatisfaction regarding railways is justified. In this region, all the State capitals excepting Assam are not even connected by rail—where is the question of Rajdhani Express going to them?

This is the actual problem of the North-Eastern region and the Minister of Railways is trying to give some importance to the North-Eastern Region.

Sir, I congratulate the hon. Minister of Railways for providing a new train from Guwahati to Tinsukia. He has increased the frequency of the Howrah-Guwahati Saraighat Express. He has also extended Howrah-Guwahati Kamrup Express upto Tinsukia and Delhi-Dimapur-Brahmaputra Express upto Tinsukia.

Sir, I come from the Dibrugarh Constituency. Dibrugarh railway station is the tenth oldest railway station in the country. In the colonial days, they have established the railway line in my area just to exploit oil, coal, timber and the tea industry. After fifty years of Independence, the broad gauge line has not reached one of the oldest railway stations of our region, that is Dibrugarh.

This time the hon. Minister of Railways has promised that the gauge conversion from Dimapur to Dibrugarh and Tinsukia to Lekapani will be completed in this financial year. He has also included the new gauge conversion from Larding to Silerchi.

I congratulate the Railway Minister for this.

I just want to remind the hon. Members that we have some special problems in the North-Eastern region. During the British days, for exploitation of our resources, from 1853 to 1900, they built about 40,000 kilometres of railway line in our country to rob us of our valuable wealth and to exploit our country. And after Independence, what is the scenario? From 1947 to 1995, we have built only 8000 kilometres. The support given by the Planning Commission to the Railway Board is restricted to Rs 200 crore per year, with which you cannot build more than 200 kilometres of railway line. I think the Planning Commission also has to change their attitude towards the Railway Board because railway are playing an important role in the national integration of our country. If the North-Eastern region is not well-connected with the national mainstream, the people of that region feel suffocated. You will find that there is an inflow of people to the North-Eastern region but not

outflow. The young generation sometimes think of going out of the country, which is very bad and which is condemnable, but they have gone to that extent because of the insurgency problem becoming a perennial problem of our region. People are taking arms and are finding pride in fighting with the national Government. This august House has to think in that perspective as to what is the problem of the North-East region. We have to try to develop communications, transportation and other facilities in those areas. Without developing these facilities, industrial development in that area will not take place, and if industrial developing is not there, the unemployment problem will not be solved. The Railways always use to say that these lines are not remunerative. If there is no industrial development, then these lines will never be remunerative. This time the Railways Minister is trying to have some new lines in that region and for that, I congratulate him.

Now I come to some of the standing problems of my region, and I shall try to highlight those problems for the kind attention of the Railway Minister.

The loop-line from Simalguri to Moranhat will be completed by next year. If we connect Moranhat and Dibrugarh, that will shorten the distance by 120 kilometres. If you go to Dibrugarh via Muriani, the distance is 140 kilometres but if you connect these two stations, the distance will be just 35 kilometres. So, that will reduce not only the distance by 100 kilometres of but also the expenditure and the travel cost.

Then, Sir, there is another point which I would like to make and that is with regard to the fourth bridge on the river Brahmaputra in Bongibil. This time the Railway Minister has provided Rs two crore in the Budget for detailed investigation and final location of the site. This is a long standing demand of the people of that region. The previous Government also had not given adequate importance to that. I also belonged to that Government but this problem has not yet been solved. In Assam, every time we demand a bridge, we have to come out on the road. I still remember that when we demanded the Seraighat bridge, I was studying in school and we went down on the road not for one or two days but for months together, demanding a bridge over the river Brahmaputra. Sir, you will be surprised to know that the construction of one bridge had started in Jogigopa - the Narnarayan Setu - but even after thirteen years, this bridge has not been completed. This is in a very sensitive tribal and backward area but, for one reason or the other, the Railways have not completed that bridge even after thirteen years.

We are celebrating the 150th year of the Dibrugarh town in my constituency. So, I request the hon. Railway Minister for upgradation of the Dibrugarh railway station by providing modern amenities there.

Sir, there is another line - Fhokiragram to Dhubri - which should be converted from metre gauge to broad gauge because Dhubri is the western-most important

town of our State and that is situated in the backward and minority-dominated area. There is one railway service from Dhubri to Guwahati. This service is not regular and is not going on time. The condition of the railway service is very bad and that service of Dhubri-Guwahati requires immediate attention. Special importance is very much needed.

I request for the restoration of Haiborgaon-Morigaon line. It was there earlier. But for some unknown reason the Railways have stopped that Haiborgaon-Morigaon railway service. I demand restoration of that line.

I am very glad that the former Minister of Railways has declared about a new railway division at Rangia which was a very long-standing demand of the people of that region. But till today the territorial jurisdiction of Rangia division is not declared and that is creating lot of misgivings in the minds of the people. So, I request the hon. Minister of Railways to immediately declare the territorial jurisdiction of Rangia division.

A few years back because of the agitation by the tribals in Assam we have given the Bodoland Autonomous Council. Kokrajhar is the headquarters of the Bodoland Autonomous Council. Kokrajhar station is a very old station. People from all over the Bodoland, covering an area of 400 kilometres, come to that station. Immediate attention should be given for modernisation of that Kokrajhar station. A provision should be made to stop the long distance trains which go through Kokrajhar so that the tribal people of that area can easily come to the national mainstream and visit our national capital and other areas.

Sir, twelve years back there was a promise and an announcement was made in the newspapers that there would be an over-bridge at Bongaigaon. But construction of that over-bridge has not yet started. I request the attention of the hon. Minister of Railways in this regard.

With the development of railways and with the increasing of the frequencies of trains, Guwahati station is becoming very busy. Guwahati station is in the very heart of Guwahati city. If we do not shift that station from the heart of the city to the outskirts of the city it will create traffic congestion and that will create lot of problems to the people. That was also represented before the Minister of Railways and I am hopeful that definitely the hon. Minister will try to look into this problem.

The railway stations and platforms in the North East and specially in Assam were constructed 80 or 90 or 100 years ago. They were constructed mainly to carry coal and tea. Those stations are becoming very old. There are no facilities in those stations and the condition of the platforms there is very bad. There are few other problems. Most of the stations have no platforms. I am sure that with the gauge conversion work the Minister of Railways will give importance to this problem.

There are some peculiar problems in the North Eastern region. As you know the trains in the North Eastern region run through difficult terrains and thick forests and hilly areas. There are many cases of crime like dacoity, robbery and theft of the belongings of the passengers in this area. The crime in the railways is causing a lot of fear and anguish to the travelling passengers and also tarnishing the image of the railway. I personally request the hon. Minister to take appropriate action so that the passengers in the North Eastern region can travel safely and comfortably. This will instill a sense of security and safety and confidence among the travelling passengers as well as the railway employees.

Sir, there is another peculiar problem. In earlier days, when we were in college, people used to say that if one wants to buy any foreign goods one has to travel to New Jalpaiguri. As you know the N.F. Railway runs through the State which has an international boundary. The problem of smuggling of goods, narcotics as well as consumer goods is quite rampant in the whole region.

20.00 hrs.

Surprisingly, these goods find an easy market on the running trains. If you happen to travel in the train, you will find an open market of these smuggled goods in the railway trains. I do not know what the Railway Protection Force is doing, what the Railway officers are doing. An open market of smuggled goods is coming up in the trains. This adversely affects the security and atmosphere in the trains, causing great inconvenience to the passengers travelling in these areas.

Even when I was in the Ministry earlier, I discussed with the Secretary of that particular Ministry about the North-Eastern region. To my utter surprise, I found that the Secretary of that particular Department had not visited the North-Eastern region for the last 10 years. There are many Departments where the senior officials, the Secretary and the Director-General have never seen the actual position in North-Eastern region. They are not in a position to appreciate their difficulties because they have never cared to visit it though it is one of the richest regions. My district is the third richest district in the country, but I have never found any official who has made any visit there. Even in the last several years, the officials of the Petroleum Ministry have not made any visit to the North-Eastern region while the maximum amount of crude oil is coming from that region. I do not know how we are going to address all these problems. These things are the contributing factors for the great discontentment among the people of North-Eastern region.

When you travel in the North-Eastern region, you will find, as my senior colleague, Shri Sontosh Mohan Dev has already mentioned, that 60 per cent of the boggies are old. The boggies which are outdated for use in other parts of the country are sent to North-

Eastern region. I would request all the hon. Members to have the pleasure of travelling in the North-Eastern region. Then, they will find that there is no facility of toilets, no facility of drinking water and 60 per cent of the boggies which are running in the North-Eastern region are old.

Sir, I want to mention another important point...*(Interruptions)*

[Translation]

SHRI PRABHU DAYAL KATHERIA (Firozabad) : Sir, you please draw a schedule. Some hon. Members are speaking for half an hour and others. For ten minutes you please prepare a time schedule...*(Interruptions)*

MR CHAIRMAN : You finalise how long we should sit.

(Interruptions)

MR CHAIRMAN : The House will continued and all of you will speak. It is difficult to control from here.

(Interruptions)

[English]

MR CHAIRMAN : Many senior Members speak. It is difficult to control from here.

(Interruptions)

MR CHAIRMAN : He has started at 7.48 p.m. and you are accusing me.

(Interruptions)

MR CHAIRMAN : Do not pass aspersions on the Chair. I am conducting the House, giving everybody a fair chance.

(Interruptions)

MR CHAIRMAN : After all, I am also a Member like you. If you cooperate, only then I can conduct the House. You are senior Members.

(Interruptions)

SHRI JAGAT VIR SINGH DRONA (Kanpur) : Sir, we are not casting any aspersions on the Chair. My request is that according to the strength of the parties, speakers should be allowed proportionately. That has been the practice of the House in the past. Though we are 160 Members and they are 44 Members, equal numbers of speakers have got the chance. That is only a submission.

MR CHAIRMAN : Please be rest assured. Everybody will get his due. There is enough time.

(Interruptions)

MR CHAIRMAN : It is not that you are not getting time. I have maintained the time in every case. It is not fair to say so. I will not be a party to that. Do not involve me.

(Interruptions)

SHRI ANIL BASU (Arambagh) : All the parties have exhausted the time allotted to them.

MR. CHAIRMAN : All the parties have exhausted the time allotted to them. Now, we are on bonus time. Everybody will be getting a chance to speak. All of us will sit here and whoever wants to speak on the Railway Budget and the Demands for Grants will get a chance.

SHRI SONTOSH MOHAN DEV (Silchar) : It was decided in the Business Advisory Committee, by all the parties, that whatever might be the time, we shall allow all the Members who are willing to speak. That was one decision which was taken in that Committee. When the Deputy-Speaker was in the Chair, he said that one should not take more than ten minutes time. Many of the Members, from your side as well as from our side, have spoken for more than ten minutes. So, let us be tolerant. The dinner is ready; we will have our dinner and come back. Let everybody speak on this.

SHRI PABAN SINGH GHATOWAR : Sir, I will conclude within three minutes time...*(Interruptions)*

MR. CHAIRMAN : Now let us not waste the time of the House. Let him conclude. Everybody will get a chance to speak.

SHRI PABAN SINGH GHATOWAR : Sir, the North-Eastern region is a land-locked area with a perennial flood problem and the road condition is also very bad. Everybody in this House knows about it. The North-Eastern region is entirely dependent on the Railways for the supply of foodgrains and other essential commodities like salt, sugar, cement, edible oil, house building materials, fertilisers etc. More than 40 lakh tonnes of goods are carried by the Railways for the benefit of the North-Eastern region people. Sometimes, there are difficulties because every year, the railway line is disrupted by floods, which occur four to six times in a year and as a result the flow of goods is also disrupted creating a lot of misery to the people of the North-Eastern region. My request to the hon. Minister of Railways is that he should give special priority for allotment of railway wagons for the North-Eastern region so that these essential commodities would reach those difficult areas in time.

I want to make just one more point. In the North-Eastern region during the British period a lot of land was acquired. So, a lot of railway land is available but the illegal encroachment of the railway land is going on in a very rampant way. Sometimes, I feel that the railway officials are also involved in giving away this valuable land to the encroachers. Therefore, I request the hon. Minister of Railways to pay sharp attention so that these encroachments can be stopped.

MR. CHAIRMAN : Please conclude now.

SHRI PABAN SINGH GHATOWAR : Sir, the hon. Minister of Railways has given an annual outlay of Rs. 8,130 crore and that is eight per cent more than the last year's outlay. He has talked about many ambitious new programmes and new lines. But without the

budgetary support these things will not be implemented. If these things are announced and not completed in time, that will create more discontentment among the people. So, I request the Prime Minister to give necessary advice to the hon. Minister of Finance so that proper budgetary support is given to the Railways.

With these few words, once again, I congratulate the hon. Minister of Railways for acknowledging the difficulty and trying to meet some of the pressing needs of the North-Eastern region. Sir, once again, I also thank you for giving me the permission to express my views.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : Mr. Chairman, Sir, I have to inform the hon. Members that they have to assemble in room No. 70 at 8.15 hrs. for dinner and the pressmen will also go to room No. 70. The dinner for the staff has been arranged in room No. 73. I request all of you to go there at your convenience.

MR. CHAIRMAN : Now, Dwarka Nath Das ji will speak. Please wait for a minute, we have to take some legislative business before you speak.

20.09 hrs.

CONSTITUTION (EIGHTIETH AMENDMENT) BILL*

(Amendment of articles 81, 82 and 170)

[English]

THE MINISTER OF STATE OF THE DEPARTMENT OF LEGAL AFFAIRS, LEGISLATIVE DEPARTMENT AND DEPARTMENT OF JUSTICE (SHRI RAMAKANT D. KHALAP) : Sir, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. CHAIRMAN : The question is—

That leave be granted to introduce a Bill further to amend the Constitution of India.

The motion was adopted.

SHRI RAMAKANT D. KHALAP : Sir, I introduce the Bill.

20.10 hrs.

REPRESENTATION OF THE PEOPLE (SECOND AMENDMENT) BILL*

THE MINISTER OF STATE OF THE DEPARTMENT OF LEGAL AFFAIRS, LEGISLATIVE DEPARTMENT AND DEPARTMENT OF JUSTICE (SHRI RAMAKANT D. KHALAP) : I beg to move for leave to introduce a Bill

* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 25/7/96.

further to amend the Representation of the People Act, 1950, and the Representation of the People Act, 1951.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the Representation of the People Act, 1950, and the Representation of the People Act, 1951."

The motion was adopted.

SHRI RAMAKANT D. KHALAP : I introduce the Bill.

20.12 hrs.

1996-97

RAILWAYS BUDGET - GENERAL DISCUSSION AND

DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) - CONTD.

MR. CHAIRMAN : Those who want to go for dinner they can go. Their names are not called. Again they can come back.

SHRI DWARAKA NATH DAS (Karimganj) : Sir, I rise not to support this Railway Budget but, at the same time, not to totally oppose it. This Budget is not a very good one but at the same time, not a very bad one also. It is in between.

The present Railway Budget 1996-97 is simply a copy of the earlier one. That is, there are no innovations at all. Second class fare has not been increased. There are frequencies of trams and some new trains have been introduced and there are a few extensions. Except this, this Budget is thoroughly urban-oriented and not at all rural-oriented.

In this Budget, Southern Assam and Tripura had thoroughly been neglected although the hon. Railway Minister has assured that rural and backward areas will be connected by rail. But his assurance is totally in vain. (Interruptions) In all the branch sections of railways in Southern Assam, running of trains is being withdrawn. In course of time, this branch line will probably be closed. Previously, the trains used to run two to three times in 24 hours but now it is only one time.

So, I feel that there is some secret agreement between the surface transport and the rail transport. Otherwise, it could not happen.

As there is not sufficient time at the disposal of the Chair, I am not going to discuss some aspects of the Railway Budget but simply I want to put forward my demands. The railway line should be extended from Dullabcherra to Ranpur. Of course, this is in my

constituency. This proposed Dullabcherra-Ranpur Branch Section is in Karimganj district of Assam. People of that backward area have been demanding for the same since 1977. But till this date, nothing has been done. Further, the Badarpur railway junction in Karimganj district of Assam should be upgraded as a railway division which has been assured by the previous Congress Government as it is the nerve centre of rail service in Southern Assam.

Next, the proposed broad gauge line should be extended from Lumding to Kumarghat in Tripura via Badarpur as it is the lifeline connecting Tripura with Assam. Of course, the broad gauge line should be extended to Silchar via Badarpur as provided in the Budget. It is a long-pending demand. I hope that the construction of the broad gauge line would be taken up very soon. But the budgetary provision for this broad gauge line is so small that I think within 10-15 years it cannot be completed.

Construction of Lala Bhairangi line in Katakhal-Bhairabi branch section in Hailakandi district of Assam should be taken up soon for which the survey has already been made. But up to this date nothing has been done. Then, why has the survey been made for this line? There is a strong demand for this branch line.

The frequency of trains in branch sections in Karimganj and Hailakandi districts of Assam should be increased for the convenience of the passengers. In this branch line from Katakhal to Bhairabi, the train goes only once in a day and from Karimganj to Dullabcherra also the train goes only once in a day. Previously this train used to go two or three times in 24 hours. But it is available now only once.

20.20 hrs.

(Prof. Rita Verma - *in the Chair*)

Madam, the Cachar Express connecting Silchar with Lumding through the hill section should originate from Karimganj because the Barak Valley Express as well as the Cachar Express originate from Silchar ignoring Karimganj. So I hope that the hon. Railway Minister would make a provision so that the Cachar Express can originate from Karimganj junction of my constituency. If the Cachar Express originates from Karimganj junction, I think the passengers of not only the Karimganj district but also of Kailakandi district will be benefited. The hundred coaches of two prestigious trains that is the Barak Valley Express and Cachar Express connecting Silchar and Lumding and also of trains in the branch section of Southern Assam should be replaced by new ones because these coaches are worn out. In these two trains, that is, the Barak Valley Express and the Cachar Express, there should be a provision for AC coaches. The railway tracks in all the branch section in Southern

Assam are the worst in the entire area. These should be improved immediately.

So far as reservation centres are concerned, there are only nine computerised reservation centres in the North-Eastern Frontier Railways whereas there are as many as 52 reservation centres in the Northern Railway zone. So, such centres should be extended to Badarpur Railway Junction in Karimganj district of Assam and also to Dharmanagar in Tripura State.

There should be a double track railway lines from New Jalpaiguri to Guwahati because there is at present, a single track between New Jalpaiguri to Guwahati. That is the main reason for late running of trains in the North-East. So I demand that these tracks should be doubled at least from New Jalpaiguri to Guwahati. At the same time, there should be erection of concrete walls in the railway track from New Alipurduar to New Coochbehar station to save the track from awful floods caused by River Tista and its branches.

At the same time, I would suggest that there should be social forestry done on both sides of the railway track to preserve the environment. I am not speaking about the North Frontier railway area, but I want that there should be social forestry done on both sides of the railway track on an all India basis to maintain and preserve the natural environment.

All the distant casual labourers of NF railways should be re-employed as assured by the previous Government. But nothing has been done in this respect upto this time. It is a common aspect that trains are running late sometimes from five to twenty hours. This has been the case in case of trains running from North-East to Delhi, Bombay and other western cities. In my constituency it is common that all the trains on the branch lines always run late. So I request the hon. Railway Minister to look into the affairs to the Railways.

So far as the unmanned level crossings are concerned, there are some accidents in my constituency itself. So far these unmanned level crossings there should be some arrangement so that in future accidents do not occur.

Last but not least, I should say the freight charges in this Budget have been increased by ten per cent. Of course in the case of some consumer goods, they have been exempted. But in other cases there is a ten per cent increase. I would request the hon. Railway Minister to make it five per cent. Our hon. Member Shri Ram Naik also expressed this view.

With these words, I hope the hon. Railway Minister will look into my demands and do the needful at an early date.

SHRI UDAYSINGRAO GAIKWAD (Kolhapur) : Let me at the outset congratulate the hon. Minister for Railways Shri Paswan who has presented the first excellent Railway Budget of the National Front Government.

I would like to point out some salient features and also some highlights of this Budget. There is no increase in the fare of Second Class ordinary and Second Class mail and express trains. There is no increase in the fare of monthly and quarterly season tickets for Second and First Class. There is no increase in the existing freight rates for newspapers, magazines, foodgrains for public distribution system, edible oil, salt, fruit and vegetable, edible cakes and oil seeds. They have been exempted. The minimum distance for the freight charges is to be revised from 75 to 100 kms. All these proposals are in the larger interest of the community at large.

The burden of resource rising is shifted to upper class. There is a 10 per cent rise for all distance in respect of Air Conditioned First Class, AC Sleeper both in 2 tier and 3 tier, and AC Chair Car. Fares of prestigious luxury cars like Rajdhani, Shatabdi, August Kranti Express will also go up by ten per cent. I hope our friends from upper class of the society will bear this burden willingly as it is not much for them. Thus, the hon. Minister has distributed the burden equitably.

There are also some important features of the Budget. As far as the new developments are concerned, fifteen new trains are being introduced. All the religious places of the country are being connected by fast trains and a new Indian Railway Catering and Tourism Corporation is being set up. Modern communication facilities are being introduced between the train driver and the nearest railway station in case of accidents. There are welcome features, though some of these projects were launched in the Congress regime by the previous hon. Railway Minister.

The other problem about which I must make a mention is the difficulties of the suburban traffic. Especially, the Metros like Mumbai are facing tremendous problems of communication. Last year, a promise was made to undertake developmental works. In this year's Budget, adequate attention has not been paid to this aspect and the issue appears to have been neglected. Some hon. Members from Mumbai have already mentioned about this and I only say that I support their views. So, please pay adequate attention to these problems and take some effective steps in this regard.

I would like to congratulate once again the dynamic hon. Minister of Railways for fulfilling the long awaiting aspirations of the people of the North-East by connecting their trains with each other and also to the national capital. In these remote areas a lot of people have not seen trains as of date. The hon. Minister has mentioned this in his speech also. I would like to mention that hon. Member, Shri Santosh Mohan Dev has already mentioned about this historic fact and also noted the efforts that he has taken to get these trains for that region, connecting the 'seven sisters' to India.

The hon. Minister, during his speech, requested the Minister of Finance to allocate more funds. In this context, I must mention that the Minister of Finance, in

his speech, has given the green signal for the request. When I was looking at the hon. Minister of Railways during the speech of the Minister of Finance, I could make out that he was relaxed and relieved.

I will now come to make suggestions regarding my district, Kolhapur. I would like to give some important suggestions for my district and my constituency. Kolhapur is a historical place and an industrial town, having about 7,000 small scale industrial units and also some spinning mills and fourteen sugar factories, functioning well to their crushing capacity. My district has also some export oriented units. The Kolhapur Railway Station has completed hundred years of its existence and the people of my district have celebrated the occasion by organising a big function.

The traffic from Kolhapur to Mumbai and back is very heavy and to get the reservation for air-conditioned two-tier sleeper class is very difficult. All the business men from Mumbai come to Kolhapur and it is very difficult for them to get the reservation. We are having only two trains from Kolhapur to Mumbai. One is the Mahalakshmi Express and the other is the Sahayadri Express. It is very difficult to get accommodated in air-conditioned two-tier sleeper class coaches in these trains. So, I would urge upon the Government and the hon. Minister to provide one such coach for each train as early as possible.

We have been requesting for years together to have a superfast train introduced between Kolhapur and Mumbai and back. This longstanding demand is still pending. Even though justice has been rendered to other States, we have not been given this superfast train. This has not been done even though Kolhapur is an industrial and a historical town.

I now come to the Konkan Project. In the State of Maharashtra, Kolhapur is a border district of Ratnagiri. The Konkan Railway Project is to be opened up by October for goods trains and by December for passengers.

This would provide the much needed vital communication to this under developed area. While speaking on this subject, I would like to mention that I had mentioned last year also that the rail link between Kolhapur and Ratnagiri is very important. This will connect Konkan Railway with the Decker Plateau and will give the much needed rail connections. This will encourage trade, tourism, commerce and industry between the two regions which will trigger off further economic development.

Unfortunately, the present Budget does not mention anything about this longstanding demand of ours. I, therefore, request you to include this demand in your future railway development plans. I have requested several times to get a survey done on the rail link between Kolhapur and Ratnagiri stations, including the renovation of one hundred year old station of Kolhapur. The above demand includes the beautification of

surrounding areas of the railway station and widening the platforms of Hathangale and Rekadi railway stations. At present, if the trains come to these two railway stations, the platforms are so small that half of the train remains outside the platform and the passengers find it very difficult to get down and get back into the train again. So, kindly see that the platforms are widened.

Sir, we had requested for an over-bridge at Temblinaka on Pune-Bangalore highway. For the construction of this over-bridge, fifty per cent of the funds is to be shared by the local bodies, such as corporations, zilla parishads, municipalities etc., and MLAs and MPs are also ready to contribute money from their own funds, so that fifty per cent can be covered by local bodies, MLA and MPs and the rest fifty per cent shall be given by the National Government and the Railway Department. So, I kindly urge upon the Minister that he should part with this fifty per cent so that we can get this overbridge.

I request the hon. Minister that while replying to the suggestions that I have made, he should come out with a statement that he would honour the assurance given by our Minister, Shri Suresh Kalmadi. He had visited Kolhapur long back and he had announced in a public meeting that he would give this fund from his discretionary quota for widening of the railway platforms and also for the beautification of the hundred year old railway stations. He had given an assurance that he would see that the rail link between the Kolhapur and Ratnagiri stations is surveyed immediately.

While concluding, I must say that my Party, the Indian National Congress supports such a policy because this is in line with the thinking of providing relief to the poor people of this country. Therefore, on behalf of myself and my party, I strongly support the Budget presented in this august House by the hon. Minister of Railways, Shri Ram Vilas Paswan.

SHRI AJAY CHAKRABORTY (Basirhat): Madam Chairperson, this is the first Railway Budget of the new Government. I do support this Railway Budget and I do appreciate the outlook of the Railway Budget. There is no doubt that Railway plays an important role in our country. Railway is the symbol of national integration. The railway compartment is like a miniature India in which people of all regions, religious, castes, creeds and economic background get together.

Railway is the main means of transport for travel by the common people and also for carriage of goods for daily use. The Railway Budget this time exempted the common people from the burden of rise in fares. Here I would mention that the betel leaves have also been included in the list of perishable goods and for this, I would like to congratulate the hon. Minister of Railways.

The hon. Minister in his speech during the presentation of the Budget had assured the august House that the projects which have not been taken up for consideration for want of time and for other technical

reasons, would be taken up in the next Session; and I am very much hopeful about this matter.

During the presentation of the Budget, the hon. Minister has categorically emphasised that the people residing in the undeveloped areas, the people who are living in the farthest corner of the country, those who are economically weak and belong to the Scheduled Castes and the Scheduled Tribes are not connected with railway line facility. Practically those people are detached from the mainstream of our country. He has categorically emphasised that the Railways would render all possible railway facilities to these people. About this assurance I would like to congratulate the hon. Minister of Railways.

In this context, I would like to draw the kind attention of the hon. Minister as well as that of the august House, that in my area maximum number of people belong to the Scheduled Castes and the Scheduled Tribes who are economically weak and backward. My constituency is Basirhat and it consisted of two districts which are North 24 Paraganas and South 24 Paraganas of West Bengal.

All of us know that the Sunderbans is famous for the Royal Bengal Tiger, the man eater. A major portion of Sunderbans falls in my constituency. Basirhat-Hasnabad is the gateway of Sunderbans. We, the people of Basirhat, supply and feed the Calcuttans. We are supplying vegetables, meat, milk products and fish to Calcutta in general and particularly Central and North Calcutta. We are feeding the Calcuttans, but we are deprived of the railway facilities. Thousands of daily commuters are coming to Calcutta from the Sunderbans and from Hasnabad and Basirhat for their jobs. Thousands of students from Hasnabad and Basirhat come to Calcutta for higher studies in reputed colleges in Calcutta, in the Calcutta University and also in Jodavpur University. They are all deprived of the railway facilities.

We are very much neglected in the Indian Railway map. Our line belongs to Barasat-Hasnabad section under the Sealdah Division of the Eastern Railway. If we want to go to Hasnabad from Sealdah, then we have to get another train from Barasat. The trains which are running from Barasat to Hasnabad are moving like old hackneyed carriages, called *lal gadis*. Those trains should be removed. My specific demand is for introduction of facility of electrification from Barasat to Hasnabad - a distance of only 50 kilometres. Considering the price hike of diesel, it is feasible for the Railway Board to introduce electrification in those lines. I demand electrification from Barasat to Hasnabad. During finalisation of that, I want at least six DMU coaches with frequent service directly to and from Sealdah-Hasnabad and *vice-versa*. I want that double line from Sonarpur to Kaning and also from Baruipur to Lakhikantapur of South 24-Parganas. Railway Board should be provided to fulfil the genuine grievances of

the Basirhat sub-division and people from other parts. They had started a movement from year to year for redressal of their demand. But the Railway authorities kept mum and are quite blind about that movement. We had the opportunity of having Shri A.B.A. Ghani Khan Choudhury. He appreciated our demand. During his tenure, a direct train was introduced, that is, Ichhamati passenger. But after his tenure, that coach has been withdrawn. The reason is best known to the Railway authorities. The people are agitated. Irrespective of political parties and political affiliations, the people of Basirhat organised a 'dharna' at Sealdah station. But no fruitful result has yet from the Railway authorities.

The people of Basirhat are waiting and observing that the new Government has been formed. And they are observing the work of Railways and they are aspiring that our young and jubilant Railway Minister will look after the railway facilities for the Basirhat people.

I had the occasion to meet the hon. Railway Minister in a meeting convened by him on 25th June. I urged upon him that he should look after the facilities not from the commercial point of view but from the welfare point of view. So, our Railway officials are saying that our line is not viable. But the Railways should decide its policy not from the commercial point of view but from the welfare point of view.

I humbly submit before the Railway Minister that he should look after our problems and provide all possible facilities to the people who are living in the Basirhat-Barasat sub-division (Sunderbans) and to the people belonging to the Scheduled Castes and the Scheduled Tribes and to those who belong to the weaker sections of our country.

He should render all possible railway facilities to the people who are living in Sunderbans and people belonging to the Scheduled Castes, Scheduled Tribes and weaker sections of our country. I again humbly submit before the House and I categorically demand electrification from Barasat to Hasnabad under Sealdah Division of Eastern Railways. I urge upon the Railway Minister through you, to consider our demands and render all facilities to the people of Basirhat in respect of railways.

MR CHAIRMAN: Shri P. Chanmugam may speak now.

SHRI SHIVANAND H. KOUJALGI (Belgaum): Madam, we have also given our names. But the order of our names are changing from time to time. You may kindly look into the file and tell me where my name stands.

MR CHAIRMAN: The names are called strictly in the order in which the parties have recommended.

SHRI SHIVANAND H. KOUJALGI: Order of names is changing. For the same purpose, I am requesting you to give me some time to speak.

MR. CHAIRMAN : You please check up the list from your party.

SHRI SHIVANAND H. KOUJALGI : I have checked it and we are within time. Janata Dal party is within time.

[Translation]

SHRI SHIVANAND H. KOUJALGI : I have also given my name for participating in the discussion. Why do you allow more time to others? What do they speak from other side?.. (Interruptions)

MR. CHAIRMAN : Please sit down. You will be allowed to speak as per the priority list given by your party

(Interruptions)

[English]

SHRI SHIVANAND H. KOUJALGI : We have given the list of names but the list has been changing. I am requesting you to look into it. If you want who is changing the order I can explain it. If you permit me and if the Chair wants, I can tell you how the list is changing and how things are going on. (Interruptions)

[Translation]

MR. CHAIRMAN : Ram Vilas ji, please control your hon. Members.

(Interruptions)

VAIDYA DAU DAYAL JOSHI (Kota) : I am also waiting. (Interruptions)

SHRI SHIVANAND H. KOUJALGI : I am also sitting. I have also been elected. I have to highlight the problems of my constituency. (Interruptions) What do you speak from that site? It is now ten days and I have not spoken even once. I do not get opportunity to speak during zero hour and under Rule 377. (Interruptions)

MR. CHAIRMAN : Seven hon. Members from Janata Dal have spoken.

(Interruptions)

[English]

SHRI SHIVANAND H. KOUJALGI : I am not objecting to other Members speaking. I am requesting you for a chance to speak. (Interruptions)

[Translation]

MR. CHAIRMAN : Seven Members from Janata Dal have spoken which is more than the share of your party

(Interruptions)

SHRI SYED MASUDAL HUSSAIN (Murshidabad) : Seven Members from Janata Dal have spoken. How many have spoken from C.P.M.?

(Interruptions)

MR. CHAIRMAN : I am trying to accommodate all the parties. Please do not try to interrupt.

(Interruptions)

[English]

SHRI SHIVANAND H. KOUJALGI : This is an important debate on the Railway Budget. I am requesting you to give me an opportunity.

MR. CHAIRMAN : This is an important discussion on the Railway Budget and so everybody wants to speak. Let us not waste the time of the House any more. Mr. Shanmugam may speak now.

(Interruptions)

[Translation]

SHRI SURENDRA YADAV (Khalilabad) : Names of six Members were given then how is it that seven Members have spoken? (Interruptions)

MR. CHAIRMAN : They have spoken, you can come and check up. (Interruptions)

SHRI SHYAM BEHARI MISHRA (Bilhaur) : The Janata has 45 Members and seven have spoken. Our party has 160 Members and very few have spoken. (Interruptions)

[English]

SHRI P. SHANMUGAM (Vellore) : Mr. Speaker, Sir, I rise to support the Railway Budget for the year 1996-97 presented by the United Front Government. I compliment the hon. Railway Minister, Shri Ram Vilas Paswan for an excellent Railway Budget.

While supporting the Railway Budget, I would like to draw the attention of the hon. Railway Minister that a new railway-line from Kanchipuram to Kalampur via Cheyyar and Arani, which is about 50 kilometres, is very much necessary.

Sir, Vellore is my Parliamentary constituency. It was named after Dr. B.R. Ambedkar. This is the only district in India which has been named after Dr. B.R. Ambedkar. I am proud to say that it was as Kaliawar, Chief Minister of Tamil Nadu who named this district of North Arcot in the name of Dr. Ambedkar. I am sure the hon. Minister would consider my request and sanction the necessary amount for this railway line. Kalampur is already linked to Tiruvannamalai. If this new line is sanctioned then Kanchipuram can be connected to Tiruvannamalai which is an ancient and important temple-town for the past 300 years. I would also like to point out that thousands of pilgrims throng these temples. Over and above Arani is one of the famous places for silk sarees in addition to Kanchipuram. I take this opportunity to invite the hon. Minister of Railways, Shri Ram Vilas Paswan to kindly visit Arani, Kanchipuram and Tiruvannamalai.

Tindivanam to Kannamangalam via Thellar, Vandavasi, Arani which is about 90 kms may be

surveyed and a token amount be provided for starting these two works. Arani and Kanchipuram which are very famous temple towns, if they are connected to Vellore, Bangalore and other Southern States, it will be really helpful to businessmen, the pilgrims and also the general public. Arani which is famous for silk sarees, some quotas for reservation of tickets may be provided for travelling in the blue mountain trains. In the Nagarcoil - Bombay express at least reservation quota for four tickets may be given for Arani. Some reservation quota should also be provided in the Jayanti Janta Express from Kanyakumari to Bombay. Reservation quota for four tickets in the Trivendrum Mail, which runs from Madras to Trivandrum via Coimbatore, for Coimbatore may be provided. Some quotas may also be provided for Coimbatore in Cochin Mail and Mangalore Mail for Arani and Thiruvambeli.

The National Highway No. 46 between Madras and Bangalore is a very busy highway. They drain out very heavy traffic. Two broad-gauge railway lines are crossing at 73/6 of National Highway No. 46, near Pachakuppam. Due to frequent closing of railway gate, the through traffic in National Highway is very much affected due to which a lot of delay takes place. Because of this, there is not only a heavy loss of fuel but also manpower. Hence it is essential to construct a road over-bridge at Pachakuppam.

The construction of Road Over-Bridge at Pachakuppam was included in the Sixth Five Year Plan itself *vide* Government of India letter no. PL4/8/79 dated 3.11.79. The alignment for Road Over-Bridge was also approved by the Government of India *vide* letter dated 18.10.79. For the last twenty years the matter has not been taken up. The land acquisition was also sanctioned by Government of India *vide* letter dated 31.3.87. So, I would like to request the hon. Minister of Railway to kindly consider the construction of the ROB at Pachakuppam.

My another request to the hon. Minister of Railways is that the Vaniampadi Road Over-Bridge should be constructed immediately so that people can reach Bangalore early. This may be done on a top priority basis. If this is done, the people would be ever grateful to the hon. Minister of Railways as also the Central Government.

Katapadi, which is a part of my constituency, in Southern India should also be made a model station just like Gwalior. It is situated near Vellore. Vellore has a very famous hospital *viz* the Christian Medical College. People from all over India come to Vellore hospital for treatment. In addition to this, people from all over India come and visit Vellore Fort which is very ancient. People who want a quiet atmosphere also come and visit Amirthi forest and they also get an opportunity to see Vellore. Vellore is also one of the very famous business centres of Southern India. So, kindly consider the construction of a ROB at Katapadi.

Last but not least, Vaniampadi Road Over-Bridge should be constructed immediately. With these few words, I support the Railway Budget presented by hon. Shri Ram Vilas Paswan and I also congratulate the hon. Minister for bringing a very good Railway Budget.

21.00 hrs.

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Madam Chairperson it is my maiden speech as far as Railway Budget is concerned and I thank you for giving me an opportunity to speak. The prices of petroleum products were increased just before the presentation of General Budget. As a result of it, the people will have to bear the burden of additional Rs. 12000 crore and there was widespread discontentment among the people because of this price hike. Agitations, demonstrations and bandhs were organised in every part of the country against this increase in prices. The people were already under pressure of price rise and the Government presented in this House, first the Railway Budget and then the General Budget.

I was hearing the Budget speech of the hon'ble Railway Minister and I think while presenting the Railway Budget, he must have in mind the difficulty people are facing because of hike in petroleum prices. He has tried to pacify the rising sentiments of the people of the country.

During the course of his budget speech, many hon'ble Members tried to interrupt him to draw his attention towards the demands of their respective States and he wanted to appease every section. He was thinking that he would be able to do justice with every State but in fact, he has not been able to do so.

The hon'ble Railway Minister had at the fag end of his speech, gladly announced that he had not hiked the Second class fare and suburban passenger fare. The increase was also not effected in the rates of monthly/season tickets in respect of suburban trains of Delhi, Mumbai, Calcutta and Madras. He knew that more than 50 percent commuters use sub-urban trains and therefore, he has tried to appease them in this budget. I would definitely appreciate this gesture but I would like a categorical assurance from him that second class fares and sub-urban train fares will not be increased till the next Railway Budget. He can at least give an assurance that these fares would not be hiked so long as he holds this Portfolio and I would resume my seat if he gives this assurance.

SHRI RAM VILAS PASWAN : There is no need of an assurance because fare hike will be resorted to only in the next Budget.

SHRI ANANT GANGARAM GEETE : Madam, I have said this because the price of petroleum products were hiked before the General Budget was presented and there was great resentment throughout the country. So,

I apprehend that fares can be hiked even after the presentation of the Budget. That is why, I sought an assurance from him because we are not tired of pleading for the poor, for the backward in this House and this assurance will give solace to them that the fares would not be increased at least for one year.

I represent Ratnagiri Parliamentary Constituency of Konkan region of Maharashtra. The people of Konkan have been dreaming for years for the Railway line and this dream is going to come true. The people of Konkan have welcomed Konkan Railway. Thousands of people of from Konkan region welcomed the first Mumbai-Konkan train in the manner they celebrate their festivals.

Konkan is a backward and hilly region and people want its development. The Railway is the means to achieve this end. The Railway department has given a new slogan about Konkan. When we travel by road between Mumbai and Goa, we witness a hoarding saying 'Konkan Rail, Pragati Ka Parisar Se Mail (The Konkan Railway will usher in prosperity)'. This is a very good slogan. We want the Railway should help in the progress of Konkan. One of my friends here also mentioned Konkan Railway in his speech. I hope the Railway department will fulfil the objective of this slogan.

Madam, I would like to bring to the notice of the hon'ble Minister that the farmers have given their cultivable lands for this Railway project and he should give preference to these affected farmers. They should be given priority in the matter of recruitment in Konkan Railway Corporation. They should be provided jobs not only in this Corporation but be allotted stalls at the stations being set up on this line. Unfortunately the Konkan Railway has not only given preference to these affected people.

Madam, there is one more point. In Maharashtra the project affected people are given a certificate about acquisition of their land and these people get many facilities besides priority in employment under various new projects and under the State Government. I would therefore request the Railway Ministry to issue such a certificate to the project affected people so that they get the benefit of the new schemes.

Madam, while making my demands, I would also like to make some suggestions. Every hon'ble member has mentioned Mumbai in his Speech. The prevailing prices of land in Mumbai are the highest world over. It is costlier than the cost of land in Chicago in America. As my friend Shri Prakash Paranjpe has said, the Railway have the vast area of land from Churchgate to Borivelli and from VT to Thane and if Commercial buildings are constructed on these lands, we can mobilise huge resources which can be utilised for laying new railway tracks.

The railways have high rise buildings at Mumbai VT Railway Station and Churchgate Railway Station which house the Railway officers and if, in the same way, multistory buildings are constructed at other Railway

stations and sold to multinationals or big industrialists or rented out to them, the Railways can get huge amount of revenue. Today, the rate of land in Mumbai is Rs 10,000 to Rs 20,000 per sq. feet. There is no space in the city. The big industrialists will purchase this land.

Madam, I would like to make one more point. The Railways should pay greater attention to hygiene and cleanliness. This will mitigate many of our problems.

MR CHAIRMAN: Please conclude now.

SHRI ANANT GANGARAM GEETE: All right Madam. I would not give suggestions. I thank you as well as the hon'ble Minister and conclude.

MR CHAIRMAN: Shri Syed Masudal Hossain will speak now. Some Members wanted to know Partywise number of Members who have already spoken during this discussion. The position is: BJP-8 members, CPM-3, United Front-13, Janta Party-4, Samajwadi Party-2, TMC-2, TDP-1, AGP-1 and MCP-1.

SHRI S.P. JAISWAL: Madam, please tell us how much time each of them has taken.

MR CHAIRMAN: I will not go further. The Hon'ble members should be brief in their speech.

SHRI SYED MASUDAL HOSSAIN: You have given the party wise number of members who had spoken. I would like to say only one thing in this regard.
(Interruptions)

MR CHAIRMAN: You please speak on the subject.

SHRI SYED MASUDAL HOSSAIN: It has been my experience in this House that those who get opportunity to speak in the beginning get maximum time. There is no time limit for them. I am not accusing the Chair. This has become a practice. The speakers who get their turn at the end of the debate are advised to speak for 5 minutes or 2 minutes. I am against this practice.

MR CHAIRMAN: Therefore, I will ring the bell after 10 minutes in each case. You please also take note of it.

SHRI SYED MASUDAL HOSSAIN: I will finish in 5 minutes. I don't know the art of making a speech, nor do I want to make a speech. I have one or two demands which I would like to put before hon'ble the Railway Minister through you.

It is a sorry state of affairs that every General Manager of the Eastern Railway comes to my area in a Saloon. Once upon a time, Murshidabad used to be the Capital of West Bengal. It has a very big palace and people come to see it. The Chairman of the Railway Board forgets this line once he assumes office in Delhi. No expenditure has been incurred on Krishna Nagar Lalguda section since independence. We have been demanding gauge conversion and electrification but to no avail. It is the question of only Rs 5-6 crore. I demand that a bridge be constructed over the Bhagirathi river. It will facilitate smooth travel from Sealdah to

North Bengal and Patna. The Nasirpur-Azamgarh Railway line was laid during the Second World War and this line exists even today but this is not being made use of. Similarly Howrah-Gede line which is in East Bengal is not being utilised. *(Interruptions)* I am not demanding new lines. What I am demanding is that the existing lines should be utilised by spending some money on them. Whenever new trains are introduced they are introduced from Sealdah or Howrah towards North Bengal or Patna via Dholpur, Rampur but the Railway Board forgets that there is yet another line which is via Katwa and Azamgarh. There is no train on this route. What is the reason? We have, on the one hand, heavy traffic and on the other, the line remains unused. I am not talking of new railway lines. I want that the existing track should be utilised.

He has paid greater attention to North Eastern region and the people of the region are grateful to him. I would like to make yet another point. We have now very good relations with Bangladesh. Can he not consider of providing a corridor with Bangladesh which will provide link with seven sisters via West Bengal? We have already a road corridor on 3 Bigha Land. We can have talks with the Bangladesh Government for providing a corridor on this railway line. *(Interruptions)* They have not been given 3 bighas of land. There is a track which is used by them as well as by us.

We have a magnificent museum which is visited by 14-15 lakh tourists every year. It is connected by a single line. The line should be doubled. The Railway Station in my Constituency has only two retiring rooms which are occupied by the Railway Officers. I have been demanding that a 20 bed dormitory should be constructed there. It will cost the Railways only Rs. 5-6 lakh. Sufficient land is available there. The hon'ble Minister should look into this demand. *(Interruptions)*

We have railway hawkers at every Station on various railway lines throughout the country but the Railways can neither remove them nor retain them. I am associated with the hawkers' Union. I would suggest that the hawkers should be given identity cards, licenses to bring about some sort of discipline among them because it is beyond our power to remove them. Many big industries are closing down gradually and you talk of self employment. The hawkers are self employed and Government is also in favour of encouraging self employment. So they must be given identity cards cum licenses. This will add to the income of the Railways. There are 60,000 railway hawkers in West Bengal and their number is increasing day by day.

Madam, the hon'ble Minister and I, both were Members of the Official Languages Committee. We had together toured many places. Computers have been introduced almost in every department. We have also launched Literacy programmes and the local people have learnt their regional languages. So, I would suggest that the reservation charts should be printed in local

languages. This can be done through computers. If the reservation charts are not in the mother tongue of the people of the region, particularly of the 'C' category regions then, I think, the money Government has spent on making these people literate is a sheer waste. Madam, it is now 9.30 p.m. and no pressmen or T.V. men are sitting here. My speech is not meant for radio or T.V. It is meant for the Minister. I hope he has given ear to my suggestions and would take into account while replying to the debate. I thank you for giving an opportunity to speak.

VAIDYA DAU DAYAL JOSHI (Kota) : Madam, Shri Ram Vilas Paswan is expert in public relations. It is not a Railway Budget but a means of public relations. I am sorry to say that in spite of his being an efficient person, he has not been able to impress the hon'ble Prime Minister and the hon'ble Finance Minister.

SHRI RAM VILAS PASWAN : You do impress them.

VAIDYA DAU DAYAL JOSHI : During his one hour 27 minutes budget speech, the hon. Prime Minister was so absorbed in the Railway Budget that he was caught napping throughout. When some hon. Members from this side drew the attention of the House to the fact that the hon. Prime Minister was sleeping, he said that he was listening to the budget very attentively. Yesterday, Shri Anantji was saying that when Shri Jaffar Sharief was presenting the Railway Budget last year, he was also twinkling because the budget provisions he had included for his State Karnataka were slashed considerably. How could he then listen to the budget? Budget for his State was cut down. The hon. Minister has 41 pages. *(Interruptions)*

PROF. I.G. SANADI (Dharwad South) : He is the Minister. How the budget was slashed. *(Interruptions)*

VAIDYA DAU DAYAL JOSHI : The budget provisions for Karnataka were slashed. Now, the hon. Prime Minister was caught napping here. He did not take it seriously. It would have been better if both of them had been impressed upon and large outlay included in the Budget.

In my opinion, he has done the job of reading out the Budget performing the rituals and we are also performing these rituals on our part. The situation is analogous to the rituals of a marriage when the 'Baratis' request the priest to complete the hymes early but he says that he will perform the rituals duly. Same is the position of all of us. We want to finish the discussions early, so wants the Madam and she will ring the bell after two minutes and ask me to sit down after five minutes. She will ask me to resume my seat after 10 minutes. This practice has been continuing for the last 4 years. Earlier we used to get full time for taking part in the discussion on Railway Budget when the House used to adjourn at 4 O'clock. But today it appears that they want to complete the discussion soon and therefore, we are compelled to do simple rituals. This is not going to help the country anyway.

I have read the Railway Budget running into 41 pages, out of which 11 pages are devoted to Route Surveys and the routes he has promised to get surveyed would need an outlay of Rs. 30,000 crore. The former Railway Minister Shri Madhavrao Scindia had got the Kota-Sopar Railway track surveyed. When I went to Rail Bhawan to enquire whether the survey had been completed and if so, by when the work of the project will be completed, I was told that if they continue to get the provision which has been given this year they would be able to complete the Survey work in 10 year time because survey work on 110 lines was pending. It was further told that it was not possible to construct this railway line. I have been elected to this House third time but the railway line has not been constructed nor is there any hope because we are in the opposition and we can only criticise the Government.

He has tried to get pat on his back by not increasing second class fare upto 200 kms. Ninety seven percent people travel by second class. What was the necessity for providing video coach and audio and telephone services in the coaches? He has taken care of only 3 percent passengers. He has proposed to introduce executive chair coaches. He has not taken note of the horrible state of railway journey performed by 97 percent people. This Budget philosophy does not conform to the ideology of his party. He has increased the fare of sleeper coaches which will affect the second class commuters. If he wants to generate resources, he should check Rs. 20,000 crore annual scams in the purchasing department and if this is done it will not be necessary to hike the fares and freights. The former Railway Board Chairman Shri Rao, while reading to the Railway Budget, said that the Railways have done a great harm to themselves by hiking the freights. He must have read the report published in the Economic Times which says that the wheat prices galloped following the day of hike in railway freight was announced. He has done the job of snatching the bread piece from the mouth of common man but he has not proposed any mechanism for checking rapidly increasing pilferages in railways. He has done the job of a manipulator by inviting the Members and having discussions with them. But we are not going to allow him to have a peaceful sleep.

SHRI RAM KRIPAL YADAV (Patna) The Minister has not done anything commendable for which he may deserve appreciation.

VAIDYA DAU DAYAL JOSHI I would also like to dwell on the deficit in the railways. The goods trains are involved in many accidents. If we try to pin point the reasons we can understand the same from an incident which I would like mention. On 21st instant a goods train was going from Ratlam to Kota. Four-five fish plates had been removed from the line and the train was taking curves. The instruments used for the removal of the fish-plates were recovered, pieces of rails were recovered, Couplings and signal equipments were recovered but main culprit fled. Now, 4 have been

apprehended as suspects. I also cite yet another incident. At Kota junction, 2 boys steal iron from the stationary trains. Four years ago, an honest officer of the RPF had apprehended 4 thieves while stealing iron and these ruffians had tried to snatch his rifle. He had no option but to allow them to snatch his rifle or shoot them. He shout ruffians to death and later he was sentenced to 10 years imprisonment. His department has not till today enquired whether the officer Shri Bhanwar Singh was still alive or not. The position today is that there is competition between the RPF and the employees of the platform to afford protection to these thieves. We have two types of force i.e. RPF and the police. The former protects the railway coaches and the latter, platforms. If somebody is found pilfering at platform, the RPF doesn't show any concern and similarly if pilferage takes place in the bogies the Police take no action. The thieves are handed over to the Police but no action is taken. These things have to be viewed seriously. There are several gangs which are operating in the railways but the department is unable to apprehend them. The position of trains on Kota-Bina railway line in my area is very pitiable. This section is under Central Railway while the trains of Western Railway operate on it. I have been demanding for running an Express Train between Kota-Damoh, Kota-Bhopal. The existing train takes 18 hours to reach Bhopal from Kota while the bus takes only 7 hours to cover this route. The train generally runs empty. That is why I am submitting that unless an Express Train is run on this route, we will not get proper railway facility. I had put this demand to former Railway Minister Shri Kalmadi also. Infact I have 3 demands. First, we should be given a Kota-Bina Express train. Second, a train should be introduced between Jaipur and Madras because a large number of people belonging to Madras reside in Kota. This train is needed for them. The train that has been provided will not go via Kota-Bina. It will operate via Kota-Nahata and this will not give us any facility. This job involves a petty sum of Rs. 5-6 Crore. He should get the job of signal done and this will give him the Express track and the railways will get heavy passenger traffic. Similarly, a new train should be introduced on to Kota-Nahata route. Another train should be introduced between Kota and Baran. About 15000 railway employees reside on the other side of Kota railway platform and they have been demanding for the last 20 years construction of an overbridge. But this has not been provided so far. Former Railway Minister Shri Suresh Kalmadi had announced the construction of this over bridge and had said that 50 percent cost thereof would be borne by the State Government. The State Government has nothing to do with this. The Central Government I should fully finance this project. A similar overbridge is necessary between Kota and Gudli.

I have some more small demands. The local train which operates for Mahadev Mandir should also be

stopped at Ramgarh Station. A stoppage at Kapren station should be provided for Dehradun Express. The Jaipur super fast train should also be stopped at Keshwarai Patan Station which is a very famous place of pilgrimage of Hindus and Jains. The Avadh Express should also be provided halts at Darah and Keshwarai Patan Stations. I have reasons to speak only for Rajasthan. So, I would like to put some more demands. A survey for Ajmer-Kota track should be conducted. A separate train between Jaipur and Kota should be introduced. Pushkar is a famous place of pilgrimage in India which is visited by the people professing different faiths. A survey for providing railway line to Pushkar should be conducted. Similarly, a survey should be ordered for Kota-Bhilwara line. In the end, I would request the hon'ble Minister to check pilferages and corruption in the railway. He has no fund constraint. He should accelerate the pace of development. When the last Session of the outgoing Lok Sabha ended, I reached the Railway Junction and announcements were being made there that such and such train will arrive late by two hours, such and such train will arrive late by three hours or five hours. Such announcement was being made in respect of nine trains. When I went from my home and enquired about Dehradun Express I was told that it was on time but when I reached the Station I found it was first late by 2 hours and then by 5 hours. The Railway Minister said that the Station Master would be punished if trains run late but no Station Master or officer has been punished so far. The trains are running late as usual. He should make adequate arrangements for second class coaches because 97 percent commuters travel by second class bogies. The sanitation condition is very bad. The passengers ease themselves in the bath rooms. He has to give proper attention to the sanitation and hygiene aspect. The honourable Minister should not worry about the affluent class but should be concerned about providing maximum facilities and amenities to the poor Commuters. With these words I conclude.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh): Madam, I have the pleasure of supporting the Railway Budget which is the maiden Budget of the present Minister of Railways. Madam, every year in this House we have the Railway Budget which is presented and a discussion takes place. But this year's Budget, it seems to me, is characterised by some unique features. At least there are two unique features which I find in this year's Budget.

21.45 hrs.

(Mr. Deputy-Speaker in the Chair)

Sir, every year in the speech on Railway Budget by the Minister of Railways there are different proposals which we find in the Budget. New railway lines, gauge conversion schemes, track renewals, rolling stock etc. are mentioned in the Budget speech. Some new trains

are introduced. These are the usual things which are there every year. For some parts of the country, some sort of these things are there. But this year, I find two unique features.

Firstly, they have decided, and it finds a place in the speech of the Minister, that six additional zones will be established in the country. For decades, the Government, the Rail Bhavan was toying with this idea because there has been a sea-change in the situation ever since independence and we have passed from Plan to Plan. This is the Eighth Plan which is coming to an end. The work has multiplied everywhere and pressure on Railways has also gone very high. That way, it is a very historic decision that there will be six new additional zones in the country and one of them will be in Orissa. I congratulate and thank the Minister for this.

There are various other features also which are connected with the Railways for which we feel delighted, we feel happy, and sometimes we feel proud of Indian Railways. The Indian Railways are the largest in the world. They were the second largest till the USSR was there on the map. As you know, Sir, we do not find USSR now, Russia is there. Therefore, now the Indian Railways are the largest in the world. It is also the biggest employer in the country, almost 46 lakh employees are there on its roll. The Railways are also the biggest caterer in India. In the whole world, if I am not wrong, passenger fare etc. is also the lowest. As compared to our neighbouring countries, like Pakistan and Bangladesh also it is cheaper. These are the very special features of our Railways. That is why it has been decided that besides the General Budget, Railway Budget is presented separately since 1924. There is a history behind this.

Due to the time constraint, I would not like to go into other things. The provision for six additional zones is one special feature and the other special feature, which is also unique, is the introduction of five new tourist trains that will start this year. This will be done in collaboration with the private sector because our economy has undergone a drastic change. Some people put up some resistance, but now we all have fallen in line with the entire world, that is, privatisation of economy. Even in China, this element of privatisation is growing day by day. We have put privatisation in practice and for the first time we have included it in our Railway Budget. These are the two unique features.

Sir, I would like to say something about taxation etc. Shri Ram Vilas Paswan, who is concerned about the poor people, who has a feeling for the poor people, has taken care in increasing the fare and freight charges. He has made some adjustments here and there in such a way that this increase will hit only three per cent of the total passengers. Of course, it is inflationary in nature. It cannot be denied that ten per cent freight increase - exempting, of course, 15 items of essential

commodities - will push up the prices of certain commodities. Different types of transport will become slightly costlier. In the process the Minister proposes to mop up an additional revenue to the tune of Rs. 927 crore for the rest of the year and annually, it should be Rs. 1,390 crore, about Rs. 1,400 crore.

I will come to the specific demands of my area a little later. In general, I would say what is very important for everybody and for the House also to think about and address itself to it, that the transport system is the main component of our national economy. In the transport, again railway transport plays a very dominant role. For India, I would say, everybody knows how important it is for our national unity. Apart from economic considerations, there is a social consideration, there is an emotional element, there is an emotional appeal and for emotional integration and national integration, the Railway is an instrument. The Railway is a medium to strengthen national integration in a country of the size and complexion of India, which is more than a nation, which is more than a country. India is a country of continental proportions, multi-racial, multi-lingual, stretching from Srinagar to Kanyakumari.

We have seen the concern expressed by the Members from North-East to Kutch in this side. So, here, the Railways play a very vital role in strengthening our much needed national integration. We are a developing nation. It is our bid and, just like everybody, we want to occupy the front seat in the comity of nations. We want to be reckoned internationally and we want to complete with the advanced countries. It is not an impossible task. In the telecommunications sector, we are a nation who can figure comparably well along with the developed nations. Our system can be favourably compared with that of the developed countries. So, in a situation like this, in this background, I find some disparities, some aberrations in the Budget. Last year, in the Economic Survey, our G.D.P. growth was targeted at 6.2 per cent and we have exceeded that target. We have achieved seven per cent G.D.P. growth. This year also, we would like to achieve seven per cent GDP growth. The industrial growth is at the rate of 12 per cent. In this background, what has been provided in the Railway Budget is very disappointing. The Railway Budget provisions do not match with the general expectations that were generated in the General Budget. The industrial growth rate is 12 per cent, whereas the growth rate in freight loading, which was provided here, is 5.1 per cent. In freight loading, the anticipated growth rate is 5.1 per cent. The annual outlay provided in this year's Budget is only eight per cent more than what was provided in the last year's Budget.

The purpose of the discussing the Budget is two-fold. One is, we have to review the performance of the Railways, if it is Railway Budget; if it is General Budget, we have to review the performance of the general economy of the previous year or outgoing year, and also discuss the Budget proposals for the current year.

Last year or in the outgoing year, the Railways have performed very well. The Railways performance had been good, had been commendable. The targets have been exceeded in freight movement and in passenger movement. In the passenger movement, the target was exceeded by 33 lakhs people or so. In respect of gauge conversion also, whatever was the target, that also had been achieved. Overall last year's performance was very good, including the backward areas. It is not for the first time that in the backward areas, we have taken notice of their demands for railway lines etc. The needs of some backward areas were considered during the period of Smt. Gandhi and Shri Rajiv Gandhi and some projects were undertaken.

It is in continuation of that some more new lines are included this year. But we have such vast backward areas that whatever we do is not considered adequate and that cannot be adequate because we have resource constraint. But anyway that continuation is there and some more emphasis also has been placed by the hon. Minister on the development of some railway lines in certain backward areas. With 7 per cent GDP growth and 12 per cent industrial growth, 5.1 per cent growth in freight movement is falling short. Taking into consideration the inflation rate, 8 per cent extra in Plan outlay will not match the expectations in real terms and Railways will not move forward as expected, and as required.

It is a fact that out of the three modes of transport, road transport is not marginalising on railway transport. But railways cannot be substituted by road transport for carrying passengers and for movement of goods for trade. Of course, there are some shortcomings in railways in the matter of planning and operation. The Railways need Rs. 40,000 crore for the purpose of modernisation, gauge conversion, laying of new lines, electrification and expansion of the railway network. If I am wrong, the hon. Minister may correct me. Wherefrom can we get this fantastic amount? We cannot get it. But since it is the main component of infrastructure which has been very much emphasised upon by hon. Finance Minister Shri P. Chidambaram in his speech, why not we get more support from the General Budget? The Finance Minister has taken the credit. He has rightly said that "We will place emphasis on building infrastructure in our country." Is not railway considered as infrastructure? Can anything be considered as greater infrastructure than the railways? Budgetary support has come down progressively over the years from Fifth Plan onwards from 75 per cent to a meagre 19.2 per cent. In this background, there should be greater Budgetary support to the railways. Railways have to generate internal resources. The BOLT and the 'Own Your Wagon Scheme' should also start well and be implemented. I understand that certain international organisations, monetary organisations and financial institutions are willing to finance our projects here. They are willing to help us financially, as for instance the

EXIM Bank which is prepared to advance loans at 2 per cent interest. Orissa Chief Minister also had taken some initiative to negotiate with them for funding certain railways projects in Orissa. The hon. Railway Minister is not aware of it. Therefore, such sources should also be tapped. At the same time, the growing corruption has to be checked. Operational efficiency and customer service quality should be improved. We come across slogans like punctuality, safety and cleanliness written on boards on railway platforms as the motive and objective of the railways.

22.00 hrs.

Our motto is punctuality, cleanliness and safety. I would request the hon. Minister not to judge the punctuality aspect by taking into account the timings etc. of the Rajdhani Express as it is an erroneous thing to judge the rural condition of India moving about in the Connaught Place of Delhi. Similarly if we judge what is happening in the rural areas in different States, trains are running very very late. For example, in respect of the Utkal Express, the Hirakud Express and the Nilanchal Express which are originating from Orissa, there is no punctuality. There are certain trains which are being monitored from the Rail Bhavan here. There, the Railway Authorities can claim that the trains are running right on time. But what about other trains? By and large, we have to see that punctuality is maintained.

About cleanliness, the less said the better. There is no drinking water, no electric bulbs etc. in the trains. About the safety side also, I am constrained to make one observation. Even the people who are charged with this task of safety and security are accused of these things. Of course, not all are involved. In certain cases, it happens. Daylight robberies and dacoities are being committed in running trains. 15-20 days ago, near Jharsuguda in my constituency, there was a serious incident. How could the train remain there for more than half an hour when the dacoits moved from one compartment to the other compartment and looted the passengers? Like that, there is much scope for improvement of punctuality, cleanliness, safety etc.

Now, I come to the demands of my constituency. Kindly bear with me and give me some time. There is a new Zone. Naturally, the whole of Orissa, I believe, will be its jurisdiction with some additions this side and that side. But there is a division at Sambalpur which is yet to be made full-fledged. In September 1984, its foundation stone was laid by the late Shri Rajiv Gandhi. Whatever area was carved out as the original jurisdiction of this division at the time of inauguration, it is now being reduced and reduced gradually. It is a truncated division now. Jharsuguda, a railway junction in Orissa, is located at a distance of 50 kilometres from the divisional headquarters of Sambalpur. But peculiarly enough, surprisingly, it comes under Chakradarpur division which is more than 300 kilometres away from Jharsuguda. I feel there is some conspiracy. Several

times I have raised this matter here because the Sambalpur division will be one of the richest divisions if all these areas come under this division. This side, Rourkela and Jharsuguda are there. On the other side, Ib, Brajarajnagar etc. are there. In all these areas, all the big industrialists like the Tatas, the Birlas and the Dalmias have their presence... (Interruptions) Kindly give me some time.

MR. DEPUTY-SPEAKER : You have already taken seventeen minutes. Please conclude.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : I will conclude. I would request one thing. Since there is going to be a Zone, at least now, this is the appropriate time to get the entire portion of Orissa along the Howrah-Bombay main railway line under the Sambalpur Division.

Next, about local appointment etc., this morning there was some discussion. The hon. Minister also reacted to it. But there is also something fishy going on. There is a racket working. What happens is that whenever there is some accident somewhere, some derailment due to which some wagons fall on the line, some workers are engaged. They are taken as regular workers of the Railways. When there are regular appointments, they are given preference. People from outside the State are brought to attend to this sort of a situation. They are on their record showing that they are the railway employees and whenever the regular employment question comes, these people are considered ignoring the legitimate demand of the local people.

Those who had given their land for railway projects, even they are not given employment. Therefore, the land oustees should be given top priority in the matter of employment.

Now I come to the proposal about construction of over-bridges.

MR. DEPUTY-SPEAKER : Please conclude.

SHRI SRIBALLAV PANIGRAHI : Please do not be restive. More than half an hour time has been taken by some individual Members belonging to both sides. Kindly give me five minutes.

MR. DEPUTY-SPEAKER : You conclude within one minute.

SHRI SRIBALLAV PANIGRAHI : We had a meeting with the hon. Minister of Railways yesterday or day before. We had discussed certain things and he was very sympathetic. I am not repeating those projects. My request to him is, whatever has been agreed upon, may be implemented. The urgency should be realised. But our experience has been, when it comes to implementation, on one plea or the other, such things are deferred. This should not happen.

We have suggested about some new trains to the hon. Minister. There should be a survey conducted for the Raipur-Bargarh line and the Talchar-Bimlagarh line.

These are all mineral areas. The survey has been completed on Talchar-Sukhinda line. Since there is no time for me to place all the demands of my Constituency and Orissa, I will give the same in writing to the hon. Minister about these things. These are the demands of a very backward area. I would request the hon. Minister to sympathetically consider those things. I wholeheartedly support the Railway Budget.

SHRI N.S.V. CHITTHAN (Dindigul) : Mr. Deputy-Speaker, Sir, this is my maiden speech in this august House. On behalf of the Tamil Manila Congress, Moopnar Party, I rise to welcome the Budget presented by our hon. Minister of Railways.

As we all know, this is the first Railway Budget of the United Front Government which has assumed office on the 1st June, 1996. I join with our Railway Minister in praising the Railways for their contribution to the nation's progress. Indian Railways are the largest railways in the world, and they serve not only as a basic infrastructure for the economic growth but also as an instrument of fulfilling the social and natural objectives. They are the veins of the country, the backbone of our nation and more so, the symbol of our national unity.

I would like to congratulate our hon. Minister that after assuming the office, within a short span of one and a half months, he has presented this Budget. Within that period had found time to go over to Madras and obtain the views of our parliamentarians on 6/7/1996.

From the Budget details, I find some deviations made by the Minister of Railways from the accepted principle of unigauge in converting most of the country's metre gauge line into broad gauge, to foster the economy of the country in which his predecessors had shown keen interest. The revised target fixed earlier for conversion of at least 8,100 kilo metres of railway lines into broad gauge before the end of the Eighth Plan period appears to have been ignored now. Till March, 1996, one year before the terminal year of the Eighth Plan, only 5,000 kilo metres have been converted into broad gauge. The fact that an amount of Rs. 1,175.97 crore was spent for such conversion works during 1995-96, the allotment made for broad gauge conversion for the year 1996-97 is only Rs. 829.56 crore. I fear that this will bound to retard the industrial and economic advancement of the nation. The freight rate was increased by seven per cent in the last year and further ten per cent hike has been made in this year. The abnormal hike in railway freight rate may divert the goods traffic to road which is quicker at the expense of the rail transport.

The huge Railway vacant lands and unused properties should be commercially exploited to earn substantial additional revenue for the Railways.

I am happy to note that under Mass Rapid Transport System in Madras the first phase from Madras to Luz will be completed by December, 1996 covering 8.79 kms. distance and phase two of the MRTS from MS to

Velachery covering 10.32 kms. distance has been included in this Budget. As the commuters and general public of Madras are eagerly awaiting the speedy implementation of this phase two, I repeat what the Minister has said in his speech - "The project will not be starved of funds."

I feel that the Southern Railway being one of the leading revenue earners of the Railways including the least ticketless travel zone of the Railways has not been given a proper share of the Budget allocations for new projects which will generate more revenue and earn foreign exchange also through development of tourist and business centres of Tamil Nadu.

The hon. Minister has said while introducing the Budget that members will be happy to know that high priority is being given to the gauge conversion in Tamil Nadu. Madras-Trichy-Dindigul would be completed by March, 1998.

Sir, I want to go into the detail regarding Madras-Dindigul gauge conversion. To cover a distance of 340 kms. from Madras Beach to Trichy, the revised cost is 296.90 crore, of which the approximate expenditure to the end of 1995-96 is Rs. 88.37 crore. The provision for 1996-97 is only Rs. 74.84 crore and the balance to complete the work is Rs. 133.69 crore.

Secondly to cover a distance of 93 kms. between Trichy and Dindigul, the latest anticipated cost is Rs. 95.45 crore. The approximate expenditure to the end of 1995-96 is Rs. 13.41 crore. What is more shocking and disturbing is the provision for 1996-97 is barely Rs. 2 crore and the balance to complete the work is Rs. 80.04 crore. The people of Tamil Nadu are very much disappointed at the meagre allocation of Rs. 2 crore. In Tamil a proverb is told *Yanaipasikku Solappori*. It is like offering a grain of maize to a hungry elephant!

The Minister has repeatedly assured that the scheme between Madras-Trichy and Dindigul would be completed before March, 1988.

By the conversion of Dindigul-Tiruchirapalli and Tiruchirapalli-Madras Egmore metre gauge system to broad gauge, a direct route between Kanyakumari and Madras will be available which will shorten the present distance between these two cities by more than 100 kms., thus reducing the journey time. This will also reduce the heavy congestion on the existing saturated railway route between Madras and Erode as a number of trains running between Madras-Trivandrum-Kanyakumari can be diverted via this direct route. There is a very heavy traffic demand for passenger traffic on Kanyakumari-Tirunelveli-Tuticorin-Madurai-Dindigul-Tiruchirapalli-Madras-Egmore sector. But neither additional train can be introduced because of lack of line capacity, nor can additional coaches be attached as the existing trains are running with maximum capacity. Therefore it is essential to increase the carrying capacity on this section by introduction of broad gauge at the earliest, so that the rising passenger demand can be

met. The demand is so high that when broad gauge trains with higher carrying capacity coaches and also additional coaches are introduced, the earnings just by passenger traffic on this sector can be increased by about Rs. 100 crore and thus fully paying back the investment made by the Railways in less than three to four years.

While many metre gauge to broad gauge conversion projects, where functional returns are not adequate, are being given priority, adequate funds are not allotted for conversion of Dindigul-Tiruchirapalli section in the current financial year. Since this conversion project will give maximum financial benefits and maximum returns, it is essential that adequate funds to the extent of Rs. 50 crore for 1996-97 are allotted immediately in this Budget to the Southern Railway for early completion of Madras Egmore to Dindigul conversion project.

I want a categorical assurance from the hon. Minister of Railways when he replies to this Budget discussion. It may also be pointed out that the passenger traffic earnings is the highest in Madurai Division. This is indicative that the lines on Madurai Division should not be enlarged but that they should be converted into broad gauge. I would even suggest that the Madurai Division, because of its importance, may be divided again and two separate sub-divisions may be set up. Further, with the prospect of a High Court Bench being set up in Madurai shortly, the traffic may further increase. This should also be borne in mind while re-organising the Madurai Division.

It is sad and even frustrating for the people of Tamil Nadu that even the changed political scenario in the country has not produced a Railway Budget satisfying even their minimum requirements. The importance given to the requirements of the States like Bihar, Andhra Pradesh and Karnataka has not been shown to Tamil Nadu. Even though fifteen new trains have been introduced in the Railway Budget, the demand for introduction of the Kanyakumari-Madurai-New Delhi train has not been met. The distances of thirteen trains have been extended but the demand for extension of Howrah-Tirupati or Puri-Tirupati train to Madurai has not been conceded by the Minister of Railways. No new broad gauge projects or broad gauge conversion projects for Tamil Nadu have been mentioned in this Railway Budget.

Not even a survey has been sanctioned in the Budget for the demand for the laying of a broad gauge line to connect Karur and Salem via Namakkal, to relieve the ever-growing congestion in Erode area. No mention has also been made regarding the inclusion of Bodinayakanur-Madurai in the gauge conversion project in the survey of Dindigul-Kottayam via Sabarimala.

In Madurai city, the Railways have been regularly proposing the construction of over-bridges within Madurai city limits on the New Jail Road railway level crossing as well as Thathaneri railway level crossing.

These level crossings have heavy vehicular traffic as well as large number of trains running between Madurai and Madras, causing great inconvenience both for running of trains as well as for vehicular traffic which remains blocked for a long period whenever a train crosses. This leads to a severe traffic bottleneck in Madurai city. I request the hon. Minister to take up the construction of these two over-bridges to smoothen the traffic flow within the city limits of Madurai.

I also appeal to the Minister that the construction work of the over-bridge at my constituency, Dindigul is very low resulting in great hardship to the public. The work may be speeded up for early completion.

The work on the new line from Dindigul to Sabarimala may also be speeded up as this line would be of great advantage to the devotees of Lord Ayyappa. It would reduce the burden of their strenuous journey to Sabarimala.

I would also like to submit the following few points for the consideration of the hon. Minister of Railways.

The ICF, Paramburi is the prestige of Tamil Nadu. The installed capacity to produce modern coaches should be upgraded and new technology in the production of railway wagons and coaches should be introduced so that we can meet the local demand and also tap the export market in wagons and coaches.

The Madras-Tambaram electric train service should be converted into broad gauge and it should also be extended to other satellite towns around Madras city to cater to the needs of the passengers who use trains regularly to reach Madras.

The cancellation charges which are charged presently should be reduced so that the commuters do not lose much money if they have to cancel their journey due to unavoidable circumstances.

The concession for senior citizens, which is presently given at 25 per cent should be increased to 50 per cent as in the case of the Indian Airlines. Also, the age limit may be reduced to 60. This scheme should be extended to the air-conditioned two-tier class and the air-conditioned three-tier class so that elderly persons can travel comfortably.

The running time of the Rajdhani Express from Delhi to Madras should be minimised to at least 24 hours. Or else, the basic idea of this train would not be served and if this is done, the Railways would earn a good revenue through this train. In the Rajdhani Express and Tamil Nadu Express, telephone services should also be introduced.

As there is a heavy passenger traffic between Dindigul and Virudhunagar, I request the hon. Minister to introduce a 'Rail Bus' between these two towns. It would earn very ample revenue for the Railways. Several years ago, this traffic was in vogue. This could be started again.

Courtallam is a health resort in Tamil Nadu. There are so many natural water falls there. It is considered to be a 'poor man's paradise'. So, I request the hon. Minister to kindly arrange to run special trains between Virudhunagar-Kollam through this route during the months between June and September.

Sir, the Coimbatore-Mettupalayam route is having very heavy passenger traffic. This route should be electrified and suburban trains should be introduced. At present, bus traffic is available for every three minutes. If suburban trains are introduced, the Railways would earn a decent revenue out of that.

I would request the hon. Minister to introduce a superfast express train between Madras and Rameshwaram.

In the Railway Protection Force, 50 per cent of the posts of Assistant Security Commissioners are set apart for promotee officers from the eligible Inspectors. The regular selection for the posts of Assistant Security Commissioner was held way back in 1983. Thereafter, the Inspectors have been promoted only on an *ad hoc* basis without regularising them in the posts though they were promoted against regular vacancies. Therefore, the Assistant Security Commissioners, who are promoted on an *ad hoc* basis, are anguishing in the same post for more than a decade and the eligible Inspectors anguishing in the post of Inspectors for more than 15 years without being elevated. I request the hon. Minister to rectify the anomaly by regularising the officers.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Mr. Deputy Speaker, Sir, they are from Treasury Benches and they should be asked to conclude and give their suggestions in writing. (Interruptions)

SHRI BANWARI LAL PUROHIT (Nagpur) : Sir, if you want to accommodate all the speakers, you should not allow more than five minutes.

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (SHRI RAGHUVANSH PRASAD SINGH) : Mr. Deputy Speaker, Sir, if the hon'ble Members put their demands and give their suggestions, they can complete their speech in 5 minutes.

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Sir, only 5 minutes should be given to each hon'ble Member. They should not repeat what has already been said.

MR. DEPUTY SPEAKER : Please listen for a minute. Everybody demands that none should be allowed to continue beyond 5 minutes. But when you start your speech, you take at least 20 minutes. I had said that I will ring the bell after 10 minutes.

SHRI CHAMAN LAL GUPTA (Udhampur) : Mr. Deputy Speaker, Sir, the Jammu region of Kashmir is an

area where, not to speak of trains, many people have not seen even the bus particularly in the area from where I have been elected to this House. We had the railway line upto Jammu. In 1983 Shrimati Indira Gandhi laid the foundation stone of Udhampur line and at that time, she had promised completion of this railway line in 5 years. A sum of Rs. 50 crore was earmarked for this purpose.

Sir, I would like to tell you the position of this railway track. The hon'ble Railway Minister has said that this line will be completed by 1997 but, in reply to a question, he stated that the expenditure on this line has gone upto Rs. 346 crore. In other words, the railway line which was to be completed in 1989 with an estimated expenditure of Rs. 50 crore is now likely to cost Rs. 346 crore in 1997.

Sir, it is said here that the projects are not completed because of paucity of funds but I would say that their method of working is not effective. In reply to my unstarred question No. 801 answered on 16.7.96, I was informed that an expenditure of Rs. 1.25 Crore was provided for Udhampur railway line in 1981-82 and Rs. 84 lakh in 1982-83, while in 1983-84 a provision of Rs. 1 crore was included. How can we complete this railway line with this meagre provision of 1 crore annually. It is true that last year Rs. 50 crore was provided. As per the position available today, the completion of this railway line involves an expenditure of Rs. 151 crore. Moreover, Six bridges are yet to be constructed.

Sir, a bridge is half constructed and it has developed cracks, the Government itself has admitted this fact. The same contractor is being asked to repair the bridge. He will spend Rs. 8 lakh and repair the bridge. My submission is that he has given commitment to this House that this line will be completed by December 1997, but no allocation has been made in the budget. We need Rs. 191 crore for its completion. The construction of 6 bridges will not involve less than 5 years. He is misleading this House. The hon'ble Prime Minister has given us a package and I welcome it. Shri Sontosh Mohan Dev is not present. It is said that Railways are the best means of integration of the country. We should have started the process of connecting Kashmir with the railway network in 1949-50. We have only been supplying cheap wheat flour, free education as if they are goat and Sheep. We were trying to bring them in the mainstream by appeasing them. Today, he has thought of giving them a Railway Line. The people to from Kashmir come to Delhi and see for themselves how the Muslim League functions here, how the Hindus and Muslims live together throughout the country. They were misinformed that if they go to India they will not be allowed to offer Namaz. This forced them to take to guns. Therefore, I will suggest that he should try to complete this railway line as early as possible. This will benefit Kashmir and help us in maintaining the unity and integrity of the country.

He has made a mention of taking the railways to Kashmir. I said that it was upto Jammu only. We have not been able to take the railway line an inch further. The proposal of taking the railway line upto Udhampur does not find any mention in his Budget, nor any allocation has been made in his Budget for it. The Prime Minister's announcement of this package coincided with the announcement of elections. We must have some decorum. I wanted to know from Shri Sontosh Mohan if it was the way of their working. I think the senses of the people who are supporting this Government are not functioning. That is why such announcements are being made at this moment.

He has announced that the Udhampur Railway will connect Katra and Baramulla but the Chief Engineer of the proposed railway is sitting at Delhi headquarters. He doesn't want to send him to Jammu. If the Chief Engineer doesn't have his headquarters at Jammu, he will have to come to Delhi everytime. Jammu and Kashmir is really in the grip of insurgency which has turned Kashmir into a cremation ground, a graveyard. We used to call Kashmir as the 'Nandan Van' of India. People from far and wide used to come for study in Kashmir. The same Kashmir is burning today. If we want to save Kashmir, we have to take steps which are necessary for total integration. I would suggest that maximum possible provision should be included for this region. The hon'ble Prime Minister had said that this line will be completed in 10 years and an expenditure of Rs. 50 crore will be provided annually. I have already given an example of Udhampur line. This Rs. 2500 crore project will go up to Rs. 10,000 crore in 10 years. So, neither we will have funds nor will this line be completed. If he wants this line to be completed in a real sense then he must make continued allocation thereto.

I would like to highlight some specific difficulties. More than 40 lakh pilgrims visit Veshno Devi every year. During holidays, a sort of anarchy prevails there and people are stranded at railway stations, on roads for 15 days together. They don't get rail reservations. So I would like to request the hon'ble Minister to increase the number of trains to Jammu to facilitate comfortable travel for the pilgrims of Jammu and tourists going to Kashmir. A Shatabdi Express should be introduced immediately. The Rajdhani Express presently operates once in a week. Some special trains should be run on this route during vacations so as to clear the entire traffic in an orderly manner.

Some express trains operating on this route have a stoppage at Chakkibank before Pathankot and then straight at Jammu. The distance of Jammu-Pathankot section is 125 km and no train stops at any station of Kathua district and Jammu district. I would request that these trains should be provided stoppage at Hiranagar, Samba, Kathua etc. So that the local people are not required to catch a train after performing a road journey

of 125 km. So some more stoppages should be provided on this section.

The railway track between Jalandhar and Jammu should be doubled because the express trains take more than 4 hours to cover 100 km distance between Pathankot and Jammu. All the trains run the single track. I would therefore, urge him to take up the work of doubling the track very soon.

Jammu receives many long distance trains. They come from Kanyakumari, from Calcutta after covering hundreds of kilometres. These trains do not have cleaning arrangements in between. Bogies become very dirty. Similarly, they have no catering arrangements. The passengers arriving here from Lucknow or Saharanpur feel exhausted. He is very much aware of the arrangements that is available in various stations. I would, therefore, request that arrangements for catering and cleaning should be provided in these long distance trains.

Most of the trains get delayed. The Jhelum Express arrives late on Wednesday by even twenty hours. Infact, all the long distance trains are delayed. This aspect has also to be taken care of.

There are many unmanned railway level crossings on this track. This point has been raised by many Members. There are atleast six stations between Kathua and Samba where the railway crossings are unmanned. Many accidents take place there. Many animals get killed. The State Government has deposited its share of Rs. 3.80 lakh for providing a level crossing at Gagwal Station, and the Central Government should have provided this railway crossing by contributing its share. But the same has not been provided. I would request him to look into it. I have had a talk with the Chairman of the Railway Board. He said he had not gone to Jammu and Kashmir for a long time. I would request the hon'ble Minister to visit the State and also ask the officers to go there and assess the position. The Udhampur railway line was taken up in 1981. But is it not seen anywhere even after the lapse of 16 years. There is something wrong with the working of the Railways. A tender was floated for the construction of the bridge and the tender was quoted for Rs. 4 crore but the same was perhaps not acceptable to the railways. The tender was again floated and at that time it was finalised for Rs. 9 crore but was never allotted. Now for the third time, they are going to finalise the tender for Rs. 15 crore. This is the position. The bridge which was estimated to cost Rs. 3 crore will now cost Rs. 15 crore. Some tenders for lower amount were also received. But the Ministry used its discretion and allotted the work to its favourite company. Undoubtedly railways are the best means of national unity and integrity. I have given my suggestions keeping this aspect in view because people from all over the World visit Jammu and Kashmir. This region needs his special attention.

MR. DEPUTY SPEAKER : All of us want that the entire country integrates with Jammu and Kashmir. Although I did not want to ring the bell but it was obligatory for me. You have given very good suggestions. Now, I would like Shri Mangat Ram to give his suggestions.

SHRI CHAMAN LAL GUPTA : Sir, I have one more point to make. All the tourists of Punjab, Himachal Pradesh and Jammu and Kashmir who visit Devi Shrine desire to go to Hardwar but there is no direct train for them. They are left at Ambala. They experience great difficulty in going to Hardwar from this place. Those who have travelled by this route have the experience. So I would request that a train should be introduced between Jammu and Kashmir.

SHRI MANGAT RAM SHARMA (Jammu) : Mr. Deputy Speaker, Sir, I associate myself with those hon. Members who have expressed their support for the Railways Budget. No much time has lapsed since this Government was formed. I think the budget which has been presented by the hon. Railway Minister under this time constraint deserves appreciation. The budget provides for expansion of rail tracks, introduction of new trains and conversion of rail tracks into broad gauge. Funds are needed for expansion and ensuring efficiency. I think hike in fares and freights to meet the expenditure will not affect poor and common man. An effort has been made to pass on this burden on middle and affluent sections. I think he has prepared and presented the best railway budget in the present scenario.

We all know that we need resources to run the country and in this resource mobilisation, the affluent people have to bear a little more burden, although it is the common man who has to share the major part of it. So, all of us should commend this budget and support the hon. Minister.

In Jammu and Kashmir from where I come, the Sialkot-Jammu railway line existed before partition in 1947 and it was closed by Pakistan. Efforts were made during the period of Pandit Nehru's, Lal Bahadur Shastri and Indira Gandhi to provide rail link between Jammu and Kashmir and Pathankot-Kathua line was laid and made operational. Thereafter, it was extended from Kathua to Jammu and made operational then. In 1983, Indira Gandhi laid foundation of Udhampur line but I am sorry to say that it has not been completed so far. We are happy that our hon. Prime Minister, Shri H.D. Deve Gowda made three announcements three days ago, the most important of which is construction of Jammu-Udhampur-Katra-Riyasi-Basrihat-Kazikund-Srinagar and Baramulla rail track. It involves an outlay of Rs 2500 crore. So, at least Rs 300 to Rs 350 crore should be allocated every year. Then only will we be able to complete this work in 8-10 years. If he really was to bring Kashmir valley under the railway network, then maximum funds should be allocated for it and at the same time, as Shri Chaman Lal Gupta has said, the office of the Chief Engineer should be shifted to Jammu

from Delhi and Jammu should be declared a Railway Division because it qualifies for it. The hon. Minister must pay attention to this aspect. The people of Jammu and Kashmir, particularly Muslim community, have always proved their secular credentials. I am proud that, during militancy, the people of Muslim dominated areas of Poonchh and Rajouri proved their patriotism and maintained peace and order. I would request the hon. Minister to order immediate survey for Jammu-Poonchh-Rajouri rail track to give the benefits of railway network to the people of Jammu. I would also demand extension of the Shatabdi upto Jammu. It has already been pointed out here that 20 lakh people visit Mata Vaishno Devi daily and they get stranded at Jammu for many days because of non-availability of reservation facility. I would request that train services between Jammu and other places should be improved to attract more and more tourists to the State. Jammu also has many places worth seeing. The tourism input in Himachal Pradesh has increased. Jammu Division also has many attractive places from tourism angle. Rajouri, Udhampur, Kathua and Doda are hilly areas and have good lakes. I want tourist to visit these places to offset the setback received by Jammu and Kashmir. Pilgrims of Mata Vaisho Devi and Amarnath can stay at these places and enjoy the charms of these spots. I hope our Government will run as many trains between Jammu and other parts of the country as are necessary for smooth flow of passenger traffic. In a meeting with hon. Minister the Members of Parliament from Punjab, Haryana, Himachal Pradesh, Jammu and Kashmir and the representatives of parties demanded direct rail link between Jammu and Hardwar. The workers required for Srinagar and Baramulla line should be recruited from Jammu and Kashmir. It will remove local unemployment.

Again, thousands of Hindus go to Hardwar daily in their moments of festivity, gaily as well as mourning. During our meeting with hon. Minister he accepted our demand. I would expect an announcement in this regard when replies to the debate. Similarly, survey of railway track between Jammu and Poonchh should be conducted on war footing. I am happy that thousands of workers of our railway network, which is the largest in the world have proved their mettle by toiling day and night. I hope the hon. Minister will extend cooperation and encourage the officers of Railway Board and the railway workers at large to ensure maximum efficiency. He should also ensure train punctuality and better facilities. With these words, I conclude.

[English]

SHRI PRAMOTESH MUKHERJEE (Berhampore) (WB) : Please give chances to smaller parties also. All the Members from big parties are speaking.

PROF. JITENDRA NATH DAS (Jaipalgarh) : Sir, I rise to support the Budget presented by the hon. Minister of Railway.

This Railway Budget placed by the hon. Minister is the Budget for the poor. But I have some points to raise on this Budget discussion. So far as communication is concerned, the Railways are the best. The economy of any area, in any sorts, or the economy of any part of India will depend upon communications. The better the communication, the better the development of that area.

I am coming from North Bengal. North Bengal is a backward area and this area has been neglected since long. It was neglected and it is being neglected in the field of communications. In this Budget, I am very sorry to say that the hon. Minister will not be able to see any sentence regarding the development of the railways in this area, except one, i.e. Eklakhi-Balurghat and for this scheme, the fund has been drastically cut down.

On the other hand, there is another scheme, Gazol-Gunjaria which was duly surveyed during Shri Gani Khan Chowdhury's Ministry and this has been dropped.

Sir, I would like to draw the attention of the hon. Minister regarding these peculiar conditions in the field of communication. As you know, the North Bengal is very much rich in the field of tourism. Every year, Railways are earning a lot of revenues from this area but the people of this area are being deprived of the benefits. So, I would like to request the Government and the hon. Minister concerned to look into the matter so that the railway communication may be upgraded in this area.

Sir, M.Ps of North Bengal were invited by the hon. Minister. A number of suggestions were given to him but not a single suggestion has been accepted or ventilated in the Budget. In this connection, I would like to say that the M.Ps of that area has been neglected and their sentiments have been ignored. The number of trains is very small. The time-table of these trains are not maintained at all. All the coaches are in a dilapidated condition. I would like to mention about Teesta-Torsha train running between Coochbehar Haldibari to Sealdah. All these coaches are in a dilapidated condition. One passenger train, that is Haldibari passenger train is also in a very dilapidated condition. There is no bath room, no toilet, no water supply and no sweeping arrangement.

So, I would like to give a suggestion to the hon. Minister that an enquiry should be made to look into all these things along with the M.Ps of that area. In addition to these things, I would like to make some suggestions as well as demand of the local people so that the hon. Minister may incorporate all these suggestions for execution in this Budget while giving his reply.

To take immediate steps to hand-over the Railway land near Jalpaiguri Railway Station to the District Magistrate, Jalpaiguri for construction of a market complex. It is noted that a market is already existing on the plot. We have been demanding this for a long time. However, there is no reply either from the Railway Board or from the Ministry of Railways in this regard.

To take steps to introduce a Stabadi Express from New Jalpaiguri to Howrah.

To revive Haldibari-Chilahati (Bangladesh) railway line and reduce pressure on roads. This is a very important road to Bangladesh. I would like to request the Government to look into this matter so that this line may be revived again to shorten the route between the North Bengal and Calcutta.

To modernise Jalpaiguri and New Coochbehar Railway Stations which are in dilapidated conditions.

To retain and strengthen DRM Office at Alipurduar. In this regard, an agitation is going on.

To expedite the gauge conversion of New Jalpaiguri-Siliguri line into Broad Gauge.

To take up gauge conversion of Siliguri-Alipurduar-Bongaigaon immediately. An agitation on this issue is also going on.

To accelerate the construction of double line from Maldah to Guwahati. This is also an important demand of this area.

To take immediate steps to change the dilapidated coaches of Teesta-Torsha and N.J.P.-Haldibari passenger train.

To attach A.C. II tier and A.C. III-Tier coaches with Teesta-Torsha Express regularly.

To extend the Goar Express up to NJP.

To take immediate steps to introduce a superfast express train from Coochbehar to Calcutta.

To speed up the construction of Eklakhi-Balurghat railway line and allot adequate fund for its early completion and to resume the Gazol-Gunjaria railway scheme.

To take steps to run the weekly Howrah-Guwahati express daily.

To introduce one more express train between New Jalpaiguri and Calcutta.

To increase the frequency of the Guwahati-New Delhi Rajdhani Express to run it daily instead of tri-weekly and to provide its stoppage at New Coochbehar and New Alipurduar. This is a very important train but the people of this area are not getting benefited as expected.

To construct a fly-over at Mohitnagar Railway Gate which is essential to avoid frequent accidents.

To take up conversion of Radhikapur-Barsol gauge line into broad gauge.

To introduce an express train from Calcutta to Dimapur.

To modernise and improve the Himalayan Railways of Darjeeling to promote tourism.

To construct Railway Hotels at Darjeeling, Jalpaiguri and Coochbehar to promote tourism.

To take the district of Coochbehar under the integrated railway network.

Lastly, I would like to say that the freedom fighters have been provided free railway pass but they have to renew it every year, causing them much difficulties. I propose to increase the period from one year to five years.

SHRI P. KODANDA RAMAIAH (Chitradurga) : Mr. Deputy Speaker, Sir, the Railway Budget presented by the hon. Railway Minister is welcomed by all sides of the House and I also join them in welcoming the Budget.

Shri Ram Vilas Paswan is a very pleasant man, always smiling, keeps everybody happy, and so is his Budget. I am reminded of the famous painting called the Mona Lisa by Leonardo Da Vinci. If you look at the painting from any angle and from any distance, you get the feeling that the portrait is looking at you and smiling at you. And this feeling Shri Ram Vilas Paswan was able to create in different sections of the House and probably among the different sections of the people in the country. To that extent, we all feel happy about this Budget, though it has got certain features which do not seem to be healthy. For instance, we had for so long, nine railway zones in the country and in one go, the Budget has given six new zones in the country. I am happy to the extent that my State is getting one of those zones, like many other States, such as, Bhubaneswar and others. But then the administrative expenses on the expansion plans of the Railways involve Rs 414 crore on general superintendence and services. With every new zone that is coming up, I am sure, this particular head of account is getting inflated and it only involves extra expenditure without providing commensurate additional services to the public.

Secondly, with the idea of having zones on regional basis, we may not be sponsoring the cause of integration, in the sense that we have had zones encompassing different areas of different States in the Past. The trend appears to be to have a railway zone for reach moderate to big State and probably for two small States each. I would not be surprised if in the next year we are going to have additional zones for the small States of North-East at the rate of one zone per two States. I do not think this is a healthy trend and this only involves additional outlays without any productive motive involved in the expenditure.

23.00 hrs.

Sir, coming to my State of Karnataka, we have had after independence - four Railway Ministers in the Union Cabinet, namely Shri K C Reddy, Shri Hanumanthaiah, Shri Poonacha and Shri C K Jaffer Sharief. I do not want to dwell much about what the Railway Ministers in the distant past have done. But I must say a word of praise for Shri C K Jaffer Sharief who for the first time has taken cognizance of the

requirements of Karnataka and did something for the State, though there is a lot to be done.

I think the Budget is mostly favouring the Gangetic belt and what we call the route from Punjab to West Bengal. You take the route length; you take new lines; you take the new trains - most of these seem to be going to these four States - Punjab, Haryana, Uttar Pradesh, Bihar and probably West Bengal. The South, even now, gets a step-motherly treatment and I am sure that at least in the next Budget the hon. Minister of Railways will give some weightage to the Southern States especially Karnataka.

While praising Shri Jaffer Sharief for whatever he has done for the State, I do not say that we have had many new railway lines. After all said and done, we have had one new line and that is from Chitradurga to Rayadurga. Beyond that I do not think much has been done as far as the route length is concerned. But then the conversion of metre gauge into broad gauge was done in a big way and we are grateful to the previous Minister of Railways for the work he has done in that behalf.

In the present Budget the hon. Minister of Railways has included certain routes like Hubli-Ankola. I think most of the routes mentioned in the Budget seem to be in the stage of survey like Hubli-Ankola, Talaguppa-Honnava, Munirabad-Mahabobnagar, Dudda-Tiptur, Mysore-Tellicheri and Chamarajnar-Mettupalayam. These are all the new lines mentioned in the Budget. Most of these lines seem to be still in some stage of survey. For example the particular route of Chamarajnar-Mettupalayam - I was told by my colleague from that area - was surveyed twenty years back and every time we raise this subject we always get the reply from the Railways that this route is still under survey. I really wonder what is the time frame for a survey on a route involving not more than 100 kilometres. I would request the Minister of Railways to get this file and find out why this survey is being done repeatedly *ad nauseam* and this reply is given to us. I am sure the survey is over and the work of laying the new line can be taken up straightaway.

We have got a railway line, a sort of trunk line from Bangalore to Bombay via Tumkur, Chitradurga, Hubli and onwards. This has been converted into broad gauge in the last two years. But then we have got a train running from Bangalore to Hubli only. We do not have any train from Bangalore to Bombay on that route. And this route is very peculiar in that from Tumkur which is the district headquarters and a fairly big town, the route takes a circuitous way. It goes to some interior places called Tiptur, Arasikere, Kadur, Ajampura, Tarikere, Chikkajalur and on to Davanagere which is again on the mainline. We have got a National Highway running from Bangalore to Hubli on a different route on a shorter route and this is via Tumkur, Sira, Hirayur, Chitradurga and on to Hubli. (Interruptions) Sir, please give me some more time. It is an important line for my constituency.

Sir, I was told that this particular route has already been surveyed to lay a direct track from Tumkur to Chitradurga on the direct line along with the National Highway instead of the existing line which adds an extra distance of 100 kilometres. If you go by train from Tumkur to Davanagere you have to traverse 300 kilometres, but if you go by road on the National Highway, it is only a distance of 200 kilometres. We request the hon. Minister of Railways to take out the file regarding the survey of this line. The survey has already been done - at least partially been done. I would urge upon the hon. Minister to take up this work seriously to lay a new track from Tumkur to Davanagere by the shortest route via Sira and Hiriyur reducing the distance of 100 kilometre. We have got another proposal which was announced by the previous Railway Minister and that is about establishing a new wagon production-cum-repair shop probably, because of the shortage of wagons, the previous Railway Minister thought it fit to establish this shop very close to Chitradurga town. This Budget also makes a token provision of Rs. 2 lakh for this project. It was planned to establish it at an estimated expenditure of Rs. 100 crore and I was told that it had been scaled down to Rs. 30 crore. I would have been happy even with this reduced layout on the project but it looks as if this project has been given up now. The quantum of investment was Rs 30 crore earlier whereas now, there is a token allotment of Rs. 2 lakh for this project. This is an important industry for us in a backward area like Chitradurga. Even drinking water itself is a problem there. Therefore, the creating of employment is very essential for this area. By establishing this wagon production-cum-repair shop, we will be able to mitigate the unemployment problem in a big way and give some boost to the agricultural as well as industrial production in the area.

There is another line from Hospet to Kottur and the line stops at Kuttur. Then, people from Kuttur will have to go back to Hospet or Guntal. There is an important route on this line connecting Kottur with Harihara on Bombay line. This survey has been done. This is an important route for us to connect the iron-ore route, Bellary district with the main line at Harihar. This probably could again be surveyed and the Railway Minister is requested to look into this matter also.

As far as general revenues and expenditure of the Railways is concerned, I would like to make a small observation before I conclude. 67 per cent of the revenues of the Railways consist of freight haulage and 27 per cent of passenger haulage. It would appear that we are not giving much importance to passenger haulage. If you take into consideration the number of luxury coaches that traverse between Bangalore and Bombay, Bangalore and Goa and Bangalore and Coimbatore, I wonder whether we have been exploiting the long-distance passenger potential by adding some more trains on the main lines.

SHRI SURESH KODIKUNNIL (Adoor) : What about Bangalore-Trivandrum line?

SHRI P. KODANDARAMAIAH : On Bangalore to Trivandrum and Bangalore to Tellicherry routes of these areas, we are not tapping long-distance passenger revenue and are allowing buses - which do not have permits most of the time or have bogus permits - to run on these routes causing a lot of loss to the legitimate earnings of the Railways.

I would request the hon. Minister of Railways to conduct a road-rail as well as goods should be more or less monopolised by the Railways and short distance haulage could be left to the road transport system. It would appear that there is no coordination between these two modes of transport. Unless you achieve some coordination or some understanding between the surface transport and the railway transport, we would be doing things in a very haphazard manner which would be resulting in a big loss to the Railways, whereas the road transport stands to gain in this process. I, therefore, request the hon. Minister of Railways to conduct a survey about the road and rail traffic to ensure some amount of coordination between them.

I have got many other points, but then I would like to stick to the time schedule given to me. I would thank you, Sir, for the opportunity given to me. At the end, I urge the hon. Minister of Railways to take down the suggestions I have made and give serious thought to them.

[Translation]

MR. DEPUTY SPEAKER : Please listen to me. I have a list of 130 speakers. No hon. member is taking less than 15 minutes. If I allot 6 minutes to each hon. Member, we need 12 hours.

Now it is for you to decide.

[English]

SEVERAL HON. MEMBERS : Please allow everyone to speak for five minutes only.

[Translation]

SHRI PRITHVIRAJ D. CHAVAN (Karad) : We can finish, only if you allow 5 minutes to each.

MR. DEPUTY SPEAKER : All right.

[English]

SHRI V.M. SUDHEERAN (Alleppey) : Sir, you stick to your earlier ruling. Earlier, you have ruled that the Members should complete their speeches within five to ten minutes time. Please do not allow anybody to exceed this ten minutes limit.

[Translation]

RAGHUVANSH RPASAD SINGH : By what time we are going to adjourn?

MR. DEPUTY SPEAKER : You have to decide this. At the moment, I will allow five minutes to each.

[English]

SHRI V.M. SUDHEERAN : Sir, I am soory to say that the earlier speakers have spoken for more than half-an-hour.

[Translation]

MR. DEPUTY SPEAKER : Do not make speeches. Give points only. This is my suggestion.

[English]

Anyway, let us start now.

SHRI V.M. SUDHEERAN : Sir, the better thing would be not to allow anybody to speak beyond ten minutes.

MR. DEPUTY SPEAKER : I am not allowing anybody to go beyond five minutes time limit. The hon. Members can simply mention the points, and that is all.

[Translation]

SHRI G.M. BANATWALA (Ponnani) : Senior citizens enjoy concessions in railway matters.

MR. DEPUTY SPEAKER : You will get. I also belong to the same category.

[English]

SHRI V.M. SUDHEERAN : Mr Deputy-Speaker, Sir, we are the victims because we have been waiting since yesterday onwards. We cannot be the victims. Please allow us to explain our position also. As you have suggested, let the hon. Members confine themselves to the points and not go beyond the time limit of five to ten minutes because we have been sitting here for quite a long time.

MR. DEPUTY SPEAKER : You must all think about Shri Ram Vilas Paswan who is sitting through-out.

SHRI V.M. SUDHEERAN : We are all grateful to him.

[Translation]

SHRI SHYAM BEHARI MISHRA (Bilhaur) : Mr Deputy Speaker, Sir, the Railway Budget presented by the hon. Railway Minister reminds me of that moments of childhood when a mother asks her child to call the Moon and it will come to him. Similarly, it has been said that it is a progressive budget, an anti-inflationary budget. But the fact is that it is a budget of political gimmicks, a day dream and it has detailed from the track of development. I will not take much time, but what I am saying is true and I will prove it. The hon'ble Minister says he has not increased fares of second class. But what has he given to second class commuters in this budget? He has given 15 trains but not a single passenger train. 400 crore commuters travel by this class, and according to him, this number will go up by

4% this year, i.e., 16 crore new passengers will be added, but no train has been given.

The hon-Minister comes from Bihar. His Government is the Government of the poor. Has he not seen the labourers and peasant travelling on roof tops of trains operating from Bihar to Punjab and vice-versa? What has he done for providing them convenient travel? Not a single bogie has been added to passenger trains. According his estimate, passenger traffic will increase by 4% i.e. 16 crore new commuters will be added. Now if we make calculations, 15 trains can carry 4 crore passengers annually. His claim is of 16 crore passengers. How will the rest 12 crore commuters travel? Will they travel sitting in toilets? It is the Government of the poor! How long will they go on deceiving the poor? Once you go and sit in our ordinary class bogie, passengers are crammed like fodder. He has done nothing for the poor, he not given a single new passenger train.

Secondly, he says that he has exempted consumer items from the freight hike. But what has he given? 14 items has been exempted from freight hike, which include foodgrains and that too meant for PDS. Now the consumer get ration for only 6 days in a month from PDS, rest is supplied by grain dealers, but these foodgrains have not been exempted. He can calculate the quantity of grains moved by trains. Oilseeds have been exempted, but how much, what quantum is lifted by goods train? No wagon is available for oilseeds. Full rake is allotted. Where from that much oilseeds would come? This is also a day dreaming. Similarly, he says sugar, jaggry and gur are transported by rail, but what amount? The exemption is for name sake. He is collecting the entire freight revenue. Why is he befooling people by saying that so many items have been exempted? He says that freight hike will not bad to increase in prices, but I say it will. If he needs funds, he can raise them by other means, but not from hike in freight.

Thirdly, he is not able to provide wagons. 6 thousand wagons are lying damaged. (Interruptions) I will come to that also, if it relates to making money. If you say I should speak for five minutes only, I shall not be able to make my suggestions. You must give me more time. The wagons are damaged, they have outlives their utility, they are not being replaced. The department has started the own-your-wagon- scheme. This is meant for big people and not for common man. The damaged wagons should at least be got repaired. Some wagons loaded with foodgrains were despatched to Bangladesh. It should be seen whether all those wagons have come back. There is great shortage of wagons throughout the country. The Kiln-owners are not getting wagons for the movement of coal. When 2-4 rakes are given, the Coal of India Ltd. does not have coal. When Coal is available, wagons are not available. So, the Brock Kilns are facing closure, the workers are being rendered jobless. Sir, I would like to make one more point.

MR. DEPUTY SPEAKER : Mishraji, you are making very good points, but you have consumed the time allotted to you.

SHRI SHYAM BEHARI MISHRA : Sir, I would like to make one point more. The hon. Minister has estimated an increase of two crore tonne in freight. They are not building wagons. The turn-over time of wagons which was 10 days two years ago, has gone up to 10.8 today. This 10.8 increase is reducing the availability of wagons. The Railways Department is not making efforts to maintain 10 days turn-over and if this is done, more wagons will be available. It is said that fare for sleeper coaches upto 200 kilometres has not been increased. This distance is covered in 3—3½ hours and no reservation is done for this distance. He has again mislead the people. His department refuses to make reservation for two hours. Suppose a train starts at 6 clock and we ask for reservation for the sleeper coach, the booking office refuses to oblige us by saying that this can be done only after 10 o'clock. How many passengers travel upto this distance? They are deceiving the people. It has been the policy of his party. The people were promised that their loans will be waived off, but nothing has been done...*(Interruptions)* The number of unreserved bogies has not been increased, mislead, number of reserved bogies has been increased. He can check it...*(Interruptions)* If you are not prepared to listen to the problems faced by the poor, I resume my seat. But you will have to listen to the grievances of the poor, whether it takes ten minutes or one hour...*(Interruptions)* Entry into reserved bogies has been prohibited. It is a good step. But what provision has been made for increasing the number unreserved bogies? I have figures with me. Last year, a provision of Rs.281.78 crore was made for new tracks which has been reduced to Rs.220 crore this year. Still he claims of a progressive budget. He has himself admitted in his budget that we had inherited 54693 kilometres rail track in 1947 from Britisher and it increased upto 62,660 kilometres during the last 49 years. That means we added 258 kilometres per year. He says his budget is progressive! The budget has to be viewed in the light of above facts.

MR. DEPUTY SPEAKER : Please conclude.

SHRI SHYAM BEHARI MISHRA : What steps has he taken to check corruption and pilferages? I do not want to go into details, as this subject has been with by many hon. Members. How much provision has been made for modernisation? This is also an act of cheating of the people.

Travel by train is becoming unsafe. He says telephones have been provided but this will not mitigate the problems. In reply to a question he said that G.R.P. is not under his control. Then, are the railways not accountable for loots being committed on passengers at railway platforms? What measures has been taken to check train-robberies? There is no mention in the budget in this regard.

They launched a cleanliness campaign, large banners were displayed throughout the country, but nothing tangible was achieved. This has also to be taken care of.

MR. DEPUTY SPEAKER : You have consumed ten minutes. Now please conclude in one minute.

SHRI SHYAM BEHARI MISHRA : Now I would like to take up the problems of my area. First, the Kanpur-Jhansi line is a single line. It leads to Bombay and links the whole South-India. It is necessary to double and electrify the Kanpur-Jhansi line. Second, intercity train should started between Kanpur-Etawa, Kanpur-Allahabad, Kanpur-Jhansi and Kanpur-Farrukhabad. There is no such train. Last year, Farrukhabad inter-city trains was started, but the same has been discontinued. This should be taken note of. There is no direct train from Kanpur for South India cities. Kanpur is an industrial and business town. So, direct trains for Madras, Bangalore and Mumbai should be started. There is no direct rail route from Kanpur for Barielly, Moradabad, Saharanpur and Hardwar. We have Balamanu rail-track. If this track is improved, we can operate mail and Express-trains on this route. At present, only passenger trains operate on this line.

Railway over bridges are needed at four places in Kanpur, which has a population of 40-50 lakh. There is need for overhead crossing at Rural-Suburban for linking Kanpur Mahanagar South Road with G.T. Road at Medical crossing. Otherwise people have to wait for hours together.

MR. DEPUTY SPEAKER : Mishraji, please conclude now.

SHRI SHYAM BEHARI MISHRA : There is imperative need of widening of Panki railway station because it is the station of Kanpur Mahanagar and depot of Indian Oil and Steel Authority are located there. *(Interruptions)*

MR. DEPUTY SPEAKER : Mr. Mishra, I am calling the next speaker.

SHRI SHYAM BEHARI MISHRA : It is essential to widen the station because of all these things.

Mr. Deputy Speaker, Similarly there is Rura Station. *(Interruptions)*

MR. DEPUTY SPEAKER : Mishra ji, please conclude.

SHRI SHYAM BEHARI MISHRA : Sir, I have to make only one point. I have curtailed my entire speech. It is no use of being here, if we are not able to highlight our problems. This will not do. Some hon'ble Members have spoken for three hours.

MR. DEPUTY SPEAKER : Please conclude. I am calling the name of next member.

23.26 hrs.

(Mr. Speaker in the Chair)

Sir, Barhamavart is associated with Maharani Laxmi Bai, Tatyia Tope and Nanaji Peshwa. Lav-Kush were

also born at Brahmavart. It is the ashram of Maharishi Valmiki. The train linking this place has been withdrawn. It is necessary to restore this train. Rura is the city station of newly created Kanpur Dehat district. Rura should be given the status of an urban district. There is also need of starting a rail-bus service between Unnao and Panki. The Kanpur-Lucknow D.M.U. service should be extended upto Panki. A computerised reservation system should be provided at Panki. A direct train between Kanpur and Jammu-Tawi should be introduced. I would urge upon the hon'ble Minister to exceed to these demands. The Budget should be over hauled to make it more pragmatic so as to extend benefit to the poor section of the society

[English]

SHRI ANIL BASU : Sir, it was announced by the hon. Deputy-Speaker that each Member would confine his speech to five minutes. But he has taken forty minutes.

[Translation]

SHRI RAJENDRA AGNIHOTRI : Mr. Speaker, Sir, the debate should continue whole day tomorrow because there are about 130 speakers more.

[English]

MR. SPEAKER : We have to take some decision now. There are almost hundred names. We have to confine it either to a very-very limited or we have to fix the time by which we will conclude the debate.

SHRI V. M. SUDHEERAN (Alleppey) : May I submit something? The discussion on railways is very important. We all represent people and we have to ventilate the feelings of people. What happened yesterday was that many people spoke for half an hour, 45 minutes or fifty minutes and today also some of the Members spoke for more than half an hour. Now the Railways as such has abolished the third class but unfortunately now we are treated as the third class Members of Parliament. There were first class Members who spoke 50 minutes, there were second class Members who spoke half an hour. Unfortunately we, the third class Members, are the victims. My humble request to you is that we must be allowed to speak for five to ten minutes.

MR. SPEAKER : Shall we tentatively say that we will conclude by 3 o'clock?

SHRI V. M. SUDHEERAN : We should be allowed to speak.

MR. SPEAKER : If you confine your speeches strictly to five minutes we will conclude it by 3 o'clock.

Shri K. P. Singh Deo to speak.

SHRI K. P. SINGH DEO (Dhenkanal) : Mr. Speaker, Sir, I rise to support the Budget which is in reality a Vote on Account for the next six months for a sum of Rs. 19,629.32 crore. Since the Minister in his speech

has stated his intention as - national security, freight, economic progress, cultural integration and secularism - he has also reiterated that his intention is to go to the backward and the under-developed regions, the tribal areas and to the people of weaker sections. He has also mentioned in his speech that it is an irony that after 143 years, there are lots of areas where people have not even dreamt of a railway line. Most particularly para 16 of his speech is rather heartening and he makes a categorical assurance. He says

'Mr. Speaker, India is a welfare state. Our government is committed to the upliftment of poor and to improve the standard of living of people residing in backward and undeveloped areas. To fulfil this commitment, Indian Railways has to mobilise more funds. This would be done to take up the rail projects in backward areas which would result in expansion of rail network in remote regions, this will act as a catalyst for further development of that area and people of these regions would also be joining the main stream of the country. This will further result in creation of more employment in these areas resulting in improvement in the standard of living of the poor.'

Sir, I congratulate him for his very bold, courageous and frank admission. I only hope that what he has intended will see the light of the day. Otherwise, like his distinguished predecessors in that Ministry, I do not want my friend Shri Ram Vilas Paswan to feel embarrassed later on.

I am very happy that northeast has been given special attention by the hon. Minister as it should be. He is trying to bring into the mainstream to achieve national integration, to instill a sense of belonging into them as well as to give free them from the sense of neglect. The performance of the Railways over the last year has been very impressive indeed, whether it is in traffic, whether it is in financial results, in fact the financial results from the Minister's speech are unprecedented and praiseworthy. I do hope Shri Chidambaram will be sufficiently impressed with the financial discipline and financial management to give him more budgetary support than the paltry Rs. 200 crore which he has given.

Even the traffic prospects have improved like improvement of passenger services, new trains, frequencies, extensions and tourism services. I come from a tiny little State, maybe a little bigger than your State which was till 1st April, 1936 a part of Bihar and Bengal. I do hope the special consideration which the hon. Minister has shown to the special States, that is, Northeast, J&K, Himachal Pradesh will also be shown towards a State called Orissa. It starts with 0. It should not be omitted, it should not be a zero because 0 also denotes a zero.

I would like to congratulate all the States which have had the good fortune to receive the Minister's and the Railway's attention and generosity and those States about which we heard a few discordant note because they will benefit when he presents the next regular Budget in February. Apart from the budgetary support being increased by the Planning Commission or by the Finance Ministry which itself is a very difficult and delicate job. I would urge upon the hon. Minister to also consider that over the last five years, as an advent of liberalisation it has been possible in the infrastructural field to attract foreign investment and particularly my State, Orissa, has been trying for Asian Development Bank as well as the Exim Bank of Japan who are quite keen to invest Rs. 2900 crore in the eastern coast of Orissa for Railways as well as for port handling. We remember that it is due to the paucity of reserves for infrastructure that one of the deepest sea ports in the eastern sea-board, Paradeep was not given permission for a long time by the Central Government. We had to struggle for quite a lot because there were no railway lines before it became major port.

I would like to thank the Minister for the six new zones, including Bhubaneswar. It took us forty years and we are grateful to Shri Ram Vilas Paswan. We are also thankful for Haridaspur-Paradeep line, although only Rs 1 crore has been kept. But, while forming the zones I wish there would have a little more transparency because we are not sure how viable it will be from the economic point of view, from the operations point of view and from the administrative point of view.

I say this because, it is, 'once bitter twice shy' as the proverb goes.

We have a truncated Sambalpur Division. It was started in 1984. It was supposed to progress by phases. Most of the revenue earning areas, that is Rourkela, Ib Valley, Brajrjnagar and Bondamunda fall in the Bilaspur and Chakradarpur Division and the entire revenue of Orissa goes outside and so Orissa is impoverished. I do not wish to say that it is a systematic loot or it is a subtle loot. The fact is that the revenue of Orissa does not come to Orissa. Therefore, the tax mobilisation or the resource mobilisation of Orissa is that much less.

Historically, Orissa has had only one thousand kilometres of railway line from 1853 to 1947. It has had another thousand kilometres from 1947 to 1996. It comes to about 28 per cent of the South-Eastern Railway zone, which is the highest revenue earning zone of the Indian Railways. In fact, the revenue earnings are Rs. 108 million tonnes out of Rs. 318 million tonnes and yet we are the most least developed because, historically - the hon. Minister has also mentioned in his speech - the imperial requirements of the Bombay Army and the Madras Army entailed that the Calcutta-Madras and Calcutta-Bombay lines went to the periphery of Orissa. Therefore, if you see the map of Orissa, it is a blank.

The Government of Orissa has been, and the Members of Parliament of Orissa have been, for the last four decades, demanding certain Railway lines. Today, if you look at Orissa, you will see that the land mass is 4.74 per cent; population 3.74 per cent; forest 7.4 per cent; iron ore 26 per cent; coal 24 per cent; chromite 98 per cent; nickel 95 per cent; bauxite 70 per cent; and human resources ranges from 45 per cent to 55 per cent of the people living below the poverty line. The figure for human resources fluctuates between 45 per cent and 55 per cent. I do not know how it fluctuates. Maybe, it fluctuates due to the Planning Commission's various indices. Till 1995, it was 55 per cent ... (Interruptions)

MR. SPEAKER : The House has agreed for five minutes for each Member.

SHRI K.P. SINGH DEO : I beg your indulgence, Sir.

Therefore, there is a feeling of neglect, for which all the Members from Orissa went on a *dharna*. I am grateful that the hon. Minister called us and discussed some of our points. In a mineral rich and marine rich State like Orissa, we are in the lowest rung of the economic ladder and the reason is infrastructural inadequacy. This has been brought out by Shri P. Chidambaram in his Budget speech, in the updated 'Economic Survey' and also in the B.D. Pandey Committee Report on Transportation. Shri Pandey has brought out with illustrations from Orissa that today the transport and economic development are inadequate - this inadequacy is a deterrent to growth - and the need for increased financial allocation. Transport investment and economic growth have an empirical relationship and there is stagnation. After fifty years of Independence, Orissa is a paradox of poverty amongst plenty. Therefore, these regional inequalities which are existing should be removed.

My suggestion to the hon. Minister of Railways is to review and reconsider the effectiveness of the pan-Indian Railway Policy, which has been followed from colonial times and also to see whether the less developed, backward and remote areas require a separate approach, a policy and a strategy somewhat like the Tribal Sub-Plan, if a Railway Sub-Plan can be thought of in the light of social cultural and economic needs of the area. One of the railway lines which the Government of Orissa has been pressing is the Rupsa-Bangirposi on which many of my colleagues have said that there is a token grant. The foundation stone was laid at both the places by then hon. Railway Minister, Shri Zaffer Sharief. If that investment can be stepped up and expedited, it will have a direct link not only to Jamshedpur but also the mineral-rich iron ore areas of Badampahar and Gormahisani.

Then, the Daitari-Banspani has been languishing for the last 20 years. Only 33 kilometres of Jakhpura-Daitari section have been completed. Otherwise, from Daitari to Banspani, this will shorten the route to Paradeep by 35 kilometres. At the moment, it is being

used for iron-ore as well as other ores. Six steel plants are coming up and two power plants are also going to come up. Same is the question of the Angul-Talcher-Budhapanka-Kamakhyanager-Dhubri-Sukinda road. Survey indicates it is one of the highest rate of returns in the entire Railway - 23.43 per cent. This will also have a direct link from Haridaspur to Paradeep.

For Talcher-Sambalpur, Rs.50 crore have been given. We had demanded Rs.100 crore. We would like to have a commitment, if necessary, for grant of Rs 50 crore more because by 1997, it has to be completed. This will shorten the route from Delhi to Bombay by 350 kilometres.

Then, I come to doubling of Talcher-Nirgundi-Cuttack-Paradeep. As you are very well aware, Sir, it was your old department. This coal goes to Karnataka-Kerala-Andhra Pradesh-Tamilnadu. Sir, all these power plants are dependent on this. Then I come to Largigarh-Junagarh Ambagudu, near Jagdalpur like the rich Aluminium and Bauxite area in the most backward tribal area of Kalukandi and Karaput.

Then, I come to Malkangiri-Jaypore. Malkangiri is the tail-end of Orissa. The only tin reserves of India are in Malkangiri.

Bolangir-Khurda which the Minister has been very kindly updated agreed to increase the allocation to Rs. 5 crores. This will reduce the distance to Bhubaneswar from Delhi and Bombay by 250 kms.

Then, there is Rayagada to Gopalpur Port connecting the Aluminium plants of Kalukandi and Koraput. Lastly a new division at Raurkella.

SHRI RUPCHAND PAL (Hooghly) : Mr. Speaker, Sir, I have written to the hon. Minister and I shall be continuing to write to the Minister on very important points making suggestions. So, I am taking the time of this House. High hopes have been raised among the people of this country particularly the common people that the long neglected problems of the people of this country will be properly attended to by the new Minister who is considered to be the leader of the Dalits and the champion of the cause of the weaker sections of this country.

I know about the financial constraints faced by the Railways supporting the Minister in his demand for more budgetary grant for the Railways.

23.44 hrs.

(Shrimati Geeta Mukherjee in the Chair)

I shall not mention about any particular demand at the beginning but about a disservice that is continuing for the last few years in a part of my constituency. It may seem that it is a very ordinary problem. But it is not so. If the economic life of thousands and thousands of people in a particular area is totally dislocated by a problem created by the Railways, then it can never be

considered as an ordinary problem. I am stating about the waterlogging problem in a part of my constituency that is, Bandel. It is one of the most important stations in the Eastern Railway. And I have been writing to the railways repeatedly. I have met the Eastern Railways authorities in a deputation. This House will be amazed to know that in the latest reply given to me by a very high officer of the Eastern Railway, they have written very absurd things. I am constrained to say that. They have not cared to visit that place. A road which has been used as a road for decades has been described as a waterway. A place which is under panchayats has been described as a municipal area. In such a way absurd thing have been stated in the reply. So, I have no option but to mention here that this disservice should be discontinued. I am not making any demand for any service or extension or expansion of service or a new service of any line. I am talking of a disservice. The Railways are dislocating the economic life of thousands of people of that place. I have said that as thousands of commuters cannot go their place of work, one wooden foot bridge can be constructed or something should be done in this regard. I am told - I do not know but for reasons best known to them - that whatever work has been started has stopped due to bickerings among the contractors. Madam, I would suggest that the Standing Committee on Railways should make very important suggestions about passenger amenities with regard to very important stations. I would mention only a few of them.

Chandannagar is a very historic place and Chinsura is a very old place and divisional headquarter. The passenger amenities in these important stations as also in places like Bhadrashwar and Mogra Maukundu etc. are very poor. We have been making a demand for a new railway station between Bhadrashwar and Baidyabati. So many agitations had taken place and I had to intervene so many times. Once it went to the extent of 'Rail Roko'. The name of the place is Khurigachi. Hence new railway station should be constructed. It is in the Eastern Railways of Howra Division.

We have been making a demand for doubling a very important railway line between Tarakeshwar and Sheoraphuly. As you know, Tarakeshwar is a very important place of pilgrimage and lakhs of people go there. We are happy that electrification between Bandel-Katwa has started and is completed now. We want that it should be doubled.

I have made a suggestion for a connection between Howrah-Sealdah-Burdwan cord line and Tarakeshwar line at a place near Haripal which will help the Railways to earn more revenue and also help the railway commuters from joining Tarakeshwar railway line directly to Sealdah via the chord line. It should be considered.

I have also made a suggestion that trains should be run between Bandel and Sealdah because so many railway passengers who want to reach Calcutta earlier

from Burdwan or Bandel crossing the river Ganges need them. Service is there but this service should be increased and more trains should be provided.

I also demand that more trains should be run between Bandel, Howrah and Sealdah. The old demand for extension of Amta line upto Seakhala and Champadanga has been long neglected. High hopes have been raised among the people of this area that the new Railway Minister will attend to all these things.

It is a happy thing that Tarakeshwar-Arambagh-Vishnupur railway line has been considered by the Railway Minister and a provision of a survey has been made in the Railway Budget. We welcome that but it should be expedited.

My last suggestion is this. When I was associated with a very important committee, we had made certain suggestions about utilisation of the railway land. We find that railway land is being used by usurpers. They are occupying it in an unauthorised manner. Sometimes, municipal bodies or State Governments or panchayats want to have the railway land for developmental work like passenger amenities. But that is not being provided. Why should the railway land be used by outsiders? A policy should be made with regard to proper utilisation of railway land in the interest of the people, panchayats, municipal bodies and State Governments.

I shall be brief and I will not take much of the time of the House. I know that there are problems related to Railways and the Government is trying to give a new direction in the interest of the people. I am very much of the constraints but still priority should be so fixed that the new orientation which the hon. Minister wants to give should be in the interest of the common people.

The question generally asked is, For whom the trains run? Is it not for the common people who cannot afford other forms of transport like motor cars and other things. So, the railway amenities for the common people should be provided.

Lastly, I welcome the steps taken by the Government. Taking up projects for the long neglected areas like the North-East is in the right direction. I would also suggest that the long neglected areas of the Eastern parts of India should also be attended to properly.

DR. JAYANTA RONGPI (Autonomous-District, Assam) : Thank you, Madam Chairperson. I shall be very brief. It is almost midnight. So, I will not repeat those points that have already been raised by the other hon. Members.

At the very outset, I congratulate the hon. Minister of Railways for his maiden Budget which has intended to give a special and never emphasis for the North-East and other backward areas and also for Jammu and Kashmir. We also deserves appreciation for his emphasis on better passenger services and better performance in the traffic section. I also welcome his decision of not increasing the fare of short distance

second class traveller and also for the urban and suburban commuters. This is indeed a pro-people and pro-poor step and I also welcome this particular decision.

At the same time, I also, as many of the hon. Members, am aware of the limitations of the Budget and other constraints he has been facing and especially the Annual Plan allocation which is Rs.8,138 crore, which is only eight per cent more than the last year. I am afraid that the inflation will set up, will neutralize the marginal increase of eight per cent. That is why, I say that though the Budget has proposal for so many new lines and new services, I am afraid whether all these provisions and proposals can be turned into reality because out of the Annual Plan of Rs 8,130 crore, the Budget has proposed to raise Rs.900 crore from two schemes. One is from the BOLT scheme, that is, the Build Own Lease Transfer scheme - Rs.500 crore and the other one is from the OYW scheme, that is, the Own Your Wagon scheme Rs.400 crore. Rs.900 crore has been proposed to be raised by these two schemes.

In the Budget speech itself, the hon. Minister of Railways has conceded the fact that these two schemes are not successful. If that be so, then with the ten per cent of the total Budget allocation, in question mark and the hon. Minister of Railways himself is not sure whether they will be able to raise it or not. There is also the matter of raising through bonds, etc. In the international markets, one cannot be sure of it. That is why my request to the hon. Minister of Railways is that as per the Budget allocation, if a proper fund raising cannot be done, in that case, many of the proposals and schemes have to be dropped or postponed. In that case, the promise he had made to the North-East and Kashmir and other backward areas, I hope, will not be dropped.

At the same time, the support from the General Budget is only to the tune of Rs.200 crore, which is very meagre. Here, I wonder how the last Government and also this Government is saying that the private participation in our economy is essential so that the funds from the Exchequer, that is, the Consolidated Fund of India or the Public Fund can be spared for building up the infrastructure and core sector.

At least this plea is taken for inviting the public participation in our national economy. If that be the case, the Railways is vital for our economy. Why then the Budgetary support to the Railways is so meagre? Rather it has been successively decreased. Therefore, there should be a radical change in our thinking and I hope, if hon. Minister of Railways tries to bring a consensus among all the parties and all the Members, we can make a common effort so that the Budgetary support to the Railway Budget is increased substantially so that all the promises can be met with.

I will now very briefly simply mention the problems of my constituency because of paucity of time. Firstly, there is only one fast train from Delhi to Guwahati, that is Rajdhani Express. This train should be made more

frequent. At least daily and if it is not possible then at least it should run six days a week because this is the only fast train for the entire North-Eastern region. People of seven states of that region come to Delhi by Rajdhani, one of the fastest trains. So the frequency of this train should be increased.

Secondly, the electrification target of Railways for this year is 634 kilometres. In Assam and other North-Eastern States, not a single kilometre is going to be electrified. So, I request the hon. Minister of Railways that electrification work should also start in the N.F. Railway in the North-Eastern region.

So far as computerised reservation is concerned, now the hon. Minister of Railways has himself agreed that many of the State capitals of North-East India are not connected with railway line. But if reservation service is made available at the State capitals of Meghalaya, Nagaland, Manipur, Tripura, Mizoram and Arunachal Pradesh, then the people of these States can avail the trains either from Dibrugarh or from Guwahati. Therefore, my specific request to the hon. Minister is that all the State Headquarters of North-East and all the Headquarters of the Autonomous Councils should be computerised. Autonomous Councils are very important as far as North-East is concerned. Diphu is the Headquarters of Karbi Anglong Autonomous Council, Haflong is the Headquarters of North Kachhar Hill Autonomous Council and Kokrajhar is the Headquarters of Bodoland Autonomous Council. In these three Autonomous Councils computerised reservation facility should be made available as it will not cost much.

So far as employment is concerned, the claim made here

MR CHAIRMAN: No, you wanted to speak without your constituency.

MR JAYANTA RONGPI: Yes, Madam, I am speaking about my constituency because I belong to a tribal constituency.

MR CHAIRMAN: Then do not touch the subject of unemployment.

DR JAYANTA RONGPI: Madam, mine is a tribal constituency and people there are not getting employment. That is why, Madam, the problem of my constituency is unlike the problems of rest of the country.

Only few years back when people of other parts were making a demand for a railway line there in Shillong, Meghalaya, there was a movement against that that people did not want a railway line there. As soon as it was declared in the Parliament that there would be a Railway Survey from Diphu to Korang as a first step to link Manipur, there was a hue and cry in my constituency. People were saying that if a railway line comes they would not get employment and people from outside will come and work there. This way our democratic pattern will be changed. That is why I want to bring it to the notice of the hon. Minister of Railways.

So far as employment is concerned, local people, the tribals and the people belonging to Scheduled Castes should get employment.

The Minister himself has once said that in many cases the officers are responsible for this. Those officers who are responsible for this should be punished so that these adverse remarks about Railways should be removed. These problems should be addressed by making a proper employment policy.

24.00 hrs.

Moreover, the headquarters of my constituency, Diphu, is also the headquarters of the Hill Autonomous Council. Madam Chairperson, if you go there, you will notice that probably this is the only platform in this country just opposite to the town area and at the backyard of the platform there is a reserved forest. It is just on the opposite side and the town is on the other side. This is a very unusual scene. The jungle forest starts from the backyard of this platform. That is why my request is that this platform should be shifted to the town area so that the commuters can get the facilities and all the main trains and the express trains should have a proper stoppage there.

I hope, the Ministry of Railways will take care of my suggestions and the suggestions made by the hon. Members of the North East.

With these suggestions, I support the Railway Budget.

MR CHAIRMAN: I have to inform the House that in the meeting of the Business Advisory Committee held on the 25th July 1996, it has been decided that the Railway Minister will now reply on the 30th July 1996 after the Question Hour instead of 26th July 1996. The Demands for Grants (Railways) for 1996-97 will be put to the vote of the House along with the concerned Appropriation (Railways) Bill 1996. However, the discussion will conclude at the present sitting itself.

Along with this announcement, I would like to make a request to the hon. Members that you all had agreed, when the hon. Speaker was here, that each Member would take only five minutes. That should be stuck to. After four minutes, I shall ring the bell and you should conclude within a minute.

(Interruptions)

SHRI VM SUDHEERAN: Madam Chairperson, there is a problem. (Interruptions)

MR CHAIRMAN: This has already been decided. Kindly cooperate. Now it is midnight. Let our brains be alert.

(Interruptions)

SHRI VM SUDHEERAN: Now the point is that there are announcements but we are not sticking to the announcements. (Interruptions)

MR CHAIRMAN: You all had agreed that each Member would take only five minutes. There is no

imposition. After four minutes, I shall ring the bell and then you conclude within a minute. This for all and there will be no exception. I hope you all will cooperate with the Chair.

SEVERAL HON. MEMBERS : Yes.

MR. CHAIRMAN : Thank you very much. Let us see whether we can really set a record today.

Now I call upon the hon. Member, Shri Pramothas Mukherjee to speak.

SHRI PRAMOTHES MUKHERJEE (Berhampur) (WB) : Madam Chairperson, I thank you for the opportunity given to me to speak at midnight.

On behalf of my Party, RSP, I rise to support the Railway Budget for the year 1996-97. I welcome the proposal expressed in the Budget for giving the top priority to the needs of the North East India. It is highly justified because the prevailing situation therein has led to the growth of terrorism, insurgency and the root of narcotic drug. So, the impetus given to the needs of the North Eastern States is highly justified.

I also welcome the announcement made by our hon. Prime Minister on the floor of the House about the economic package for Jammu & Kashmir, which also includes the part of construction of the railway project in that area.

Madam, if you see the history of the Railways, the East India Company had realised the importance of Railways in India. The British Government of India, at that time, also realised the importance of railway track as the vehicle of progress and modern civilization. They have built up 40,000 kilometres of railway track during the 47 years from 1853 to 1900. But what about the Congress Government? Since 1947, during the last 50 years, the Congress Government could not build up not even 10,000 kilometres. They built up only 8,000 kilometres of railway track. This shows that the Congress Government could not realise the importance of railway track as vehicle of progress and modern civilization.

I am happy that this Government, the present Government of India is committed to secularism and I am also happy that our hon. Minister of Railways, Shri Ram Vilas Paswan is committed to realise the importance of railway track as an instrument of modern civilization and he has intended to knit together the colourful cultural and religious diversities into one.

It is only the railways which brought the political unification of the country and it is only the railways which can develop the federal structure of our constitution today. But I am sorry to mention that thrust has not been given in the case of Murshidabad district in West Bengal.

Madam, I am very sorry to mention that proper impetus has not been given to the development of Lalgola-Sealdah railway section. My district,

Murshidabad is a territorial district. Prior to 1946, the British Government realised the historic, strategic and to other commercial importance of this district ... (Interruptions) Yes, I am following the time. Do not be hurry.

So I urge upon the Ministry and the Government to make necessary provision for electrification on this Lalgola-Sealdah section from Krishnanagar to Baharampur and then to Lalbag.

Also I would urge upon the Minister to make provision for the construction of double line in this area.

Secondly, I would urge upon the Minister to make provision for the construction of an over bridge at Panchanantala level crossing in the township of Baharampur. I would urge upon the Government to make the provision for the construction of a bridge at Nasipur near Lalbag over the river, Bhagirathi in order to make a connection between this line and North Bengal and then to North India.

Lastly I will conclude with another sentence. Proper impetus should be given to the construction of Eklakhi-Balughat railway project.

00.09 hrs. (26.7.96)

ANNOUNCEMENT RE: BUSINESS OF THE HOUSE

MR. CHAIRMAN : I have to make an announcement. The Business Advisory Committee held its sitting on Thursday, the 25th July, 1996. The Committee after re-considering the earlier decision, decided to take the following business as indicated below.

On Friday, the 26th July, 1996

1. Submission to the vote of the House of Demands for Grants on Account (General) for 1996-97.
2. Demands for Excess Grants (General) for 1993-94 and their relevant Appropriation Bills.
3. Consideration and passing of the following Bills
 - (i) Conservation of Foreign Exchange and Prevention of Smuggling Activities (Amendment) Bill, 1996.
 - (ii) Prevention of Illicit Traffic in Narcotic Drugs and Psychotropic Substances (Amendment) Bill, 1996.
 - (iii) Representation of the People (Amendment) Bill, 1996.
 - (iv) Representation of the People (Second Amendment) Bill, 1996.
 - (v) Arbitration and Conciliation Bill, 1995: (As passed by Rajya Sabha)

(vi) Industrial Disputes (Amendment) Bill, 1996. (As passed by Rajya Sabha)

(4) General Discussion on the Budget (General) for 1996-97.

Tuesday, 30th July, 1996

- (1) Reply of Minister of Railways
- (2) Submission to the vote of the House Demands for Grants for Railways for 1996-97 and consideration and passing of the relevant Appropriation Bill.
- (3) General Discussion on the Budget (General) for 1996-97.

I am calling the next speaker. In the meantime, if there is any correction to be made, I will let the hon. Members know.

Now, I call upon Shri Shivraj Singh to speak.

00.12 hrs.

RAILWAY BUDGET 1996-97 — GENERAL DISCUSSION

AND

DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) — CONTD.

[Translation]

SHRI SHIVRAJ SINGH (Vidisha) Madam Chairperson, I had done my homework thoroughly but it is now midnight and your hand is on the bell. I can understand the feelings of my colleagues that it is not the time to make long speech. So, I shall be very brief. Shri Ram Vilas ji is not present but Shri Srikant ji is sitting and I hope he will convey my suggestions to the hon. ble Minister scrupulously.

I shall confine myself to Madhya Pradesh. This State has been neglected in matters of railway service since independence. Whosoever has been the Railway Minister so far has favoured his parent State and I hoped that Shri Paswanji would look beyond Bihar but this time also, Madhya Pradesh has been ignored.

Madam, Madhya Pradesh is the largest State of India territory-wise and the single Bastar district is larger than Kerala State. But it is most backward from railway point of view. This Railway Budget has also not given anything to Madhya Pradesh. The tribals, details and backward people of Madhya Pradesh have tremendous expectations from the Railway Minister. But the Budget does not meet their expectations. He must have heard the name of Jagdalpur which is in Bastar district. In 1973, a survey was conducted for Roghat - Delhi - Rajhara railway line and we are assured every year

that this new railway track would be laid. Bastar has large forest wealth and the mineral wealth but no railway line has been provided there. The construction of new railway line will open up new dimensions of development and it can benefit the SC-ST people.

Madam, seven successive Railway Ministers had promised in their Railway Budgets laying of Dina - Purvai - Mahava - Chowpata - Siroj - Beavara railway line for which survey was ordered. Half the survey has been completed. But what is the use of half survey. Similarly, there is Guna - Shiopuri - Bhind - Etawah railway line and the Railway Minister have been repeatedly assuring its completion. But this Budget does not include any provision for this rail track. The Lalitpur - Khajuraho - Singrauli track was sanctioned in 1981-82. I would like to know from the hon. ble Railway Minister when this line will be taken up for construction.

The Korba-Ranchi line is pending for the last 12 years and a sum of Rs 80 crore has been spent on the survey of it but no action has been taken to start work thereon. The hon. ble minister did not announce yesterday the proposal of surveying Baster-Sarguja-Ambikapur railway line. The Godhara-Dohad-Indore-Muxi line should be linked with Dhar. Work on this line has not progressed. This line will cover Piyampur industrial area, historic tourism centre mandu and famous Jain temple of Mohan Khera. The former Railway Minister Madhavrao Scindia ji had announced surveying of Indore-Khutegeon Nasrullaganj - Batpara - Udaipur - Jabalpur railway track. But the same has not done so far. I would urge upon the hon. ble Railway Minister to get this track surveyed during this Budget.

There is a long standing demand from providing a rail link between Raisen district headquarters and Begumganj Sagar via Gairaganj but this line has not been included in the Railway Budget. It was promised that conversion of Jabalpur-Nainpur-Mandala-Godia Section would be taken up during the 9th plan but no work has started on this route.

I thank the hon. ble Minister for creating a separate Jabalpur railway zone but there is a long standing demand for creation of Bilaspur railway zone. But the hon. ble Railway Minister has not announced this scheme. When he can create Hazipur railway zone what is the difficulty in creating Bilaspur Zone. I can take full responsibility for making available the entire land required for this purpose. The Gualior Shiopur narrow gauge should be converted into broad gauge. Shiopur should be provided a direct link to Kota by providing broad gauge line. The engines fail and the bogies get derailed on this meter gauge. It is therefore necessary to convert this meter gauge into broad gauge.

There has been a demand for many years for providing a new railway track between Kahandwa and Meghnagar via Bhikangaon, Khargon, Raipur, Ojund, Barwani, Kau - Jhabua. A railway link should be provided

from Indore to Bhar - Gandhwani - Kua - Alirajpur - Godhara. There is also need for a Satna - Panna - Chattarpur - Tikamgarh - Lalitpur railway line. The Budget has totally ignored Madhya Pradesh. Indore should be linked to Dhulia via Dhamond, Julvani and Sandhwa.

Hundreds of accident take place at Misghat between Budni and Obedullahganj because the track is damaged. No action is taken to repair it. There is also need to repair immediately the railway track on Bina and Vidisha section.

Vidisha is a famous tourist centre and the world famous Sanchi is located adjacent to it. But no railway service is available there. The Vidisha railway station should be developed as a model station. A railway under bridge should be constructed at Khari railway crossing in Vidisha because hundreds of tractor-trolleys of rural people get stranded there for hours while going to the nearby Mandi.

Ganj basoda is a major wheat trade centre of the country. This railway station would also be converted as a modern railway station. There is need of Construction of an overbridge or an underbridge between Ganjbasoda at Kyonda. Mandideep is an industrial area with a population of 2 lakh which can be termed as a mini India because the thousands of labourers from Bihar and Uttar Pradesh come here but the platform is of British period. This platform should be developed immediately. There is also need of construction of either an overbridge or an underbridge at Obedullahganj-Renhati road. Obedullahganj and Budni platforms need immediate development.

The Bhopal - Rajkot Express remains stationary from morning to evening at Bhopal and if this train is extended upto Bina During this period, it will facilitate travelling to Vidisha, Basoda and Bina. The railways will also get additional revenue.

Vidisha is a world famous tourist Centre. Mahamaya Express stops at small stations but it has no stoppage at Vidisha. A stoppage should be provided at Vidisha also. The Jhelum and Kshipra Express should be stopped at Ganjbasoda which is a major trade centre. A halt should be provided at Gulaganj for Dadar - Amritsar Express. A direct train via Itarsi should be operated so as to link Bhopal with Uttar Pradesh and Bihar. The Southern Express should be provided stoppages at Budni, Obedullahganj and Mandideep. I am hearing your bell and therefore, I conclude

(Interruptions)

[English]

MR. CHAIRMAN : Instead of five minutes if one goes upto ten minutes, all cannot be covered

SHRI PRITHVIRAJ D. CHAVAN : Madam, I have a request. Please give some consideration to some maiden Speakers. They are waiting.

MR. CHAIRMAN : That is too general. But for this particular discussion, all of you have decided about it.

The next speaker is Dr. Venugopal.

(Interruptions)

MR. CHAIRMAN : He is from the D.M.K. Nobody from that Party spoke. Whom I call to speak is my prerogative.

*SHRI D. VENUGOPAL (Tiruppattur) : Madam Chairperson, I thank you for this opportunity to speak on the Railway Budget for the year 1996-97 which I welcome and support. In the Modern Indian History Dr. Ambedkar and Babu Jagjivan Ram have left their indelible mark in their work towards the uplift of down-trodden. I find Shri Ramvilas Paswan is emerging so following their footsteps. As our young Railway Minister, he with his zest and zeal valiantly fights for Social Justice.

Now, I would like to bring to light certain problems pertaining to the non-availability of proper railway service to the people of my constituency. Ambur, Vaniambadi, Jolarpet are the towns with the railway stations situated in my constituency. Important and busy rail routes like Madras - Bangalore and Madras - Bombay railway lines pass through my constituency. None of these trains even the Bangalore bound ones have stoppage in any of the three towns in the constituency. These towns have got many tanneries and leather industrial units. So, it is necessary to give a stoppage to the Bangalore bound trains at least. So I request the Rail Ministry to consider providing the optimum traffic facility to people of the constituency through which a busy and profitable railway route passes.

Recently our Railway Minister met the Members of Parliament and other representatives of people to seek their view about the performance of Railways in Tamil Nadu. I had highlighted the plight of our district North Arcot Sambuvarayar and especially my constituency due to their being neglected by the Railways all these years. This has given rise to dismal industrial growth which almost negligible. So people from my constituency have migrated to several places in search of their livelihood. So it is high time you encourage extending more of railway lines and trains to our place so that it would contribute to industrial growth thereby making the expansion of Railways there, a viable and justified one. Tiruvannamalai Sambuvarayar district faces an acute problem due to the migration of people for want of adequate transportation facilities especially rail traffic and related facilities. If a new railway line is laid between Pondicherry and Jolarpet via Tiruvannamalai, it would enable people to go to Bangalore directly. This new rail route would give an impetus to industrial growth in and around Tiruvannamalai and would benefit the office goers and students of this areas. The new rail route I propose would benefit three different States at

* Translation of the Speech originally delivered in Tamil.

one go. This viable project can be taken up immediately to avoid cost overrun at a later stage. This may be completed now economically with private participation, if need be.

Madras may be linked with Tiruvannamalai via Kanchi puram and this would give a boost to the pace of industrial growth and economic activity in and around Tiruvannamalai. This will also serve as a viable alternative route for goods traffic because the already existing railway lines to Madras from Bombay and Bangalore are overburdened with heavy rail traffic.

You may introduce number of trains both during night and day from Villupuram to Tirupati via Tiruvannamalai. This could be a profitable and commercially viable pilgrims train.

You may also consider introducing in the pattern of suburban trains plying around metropolitan cities like Mumbai and Chennai. EMUs and DMUs run in this rural area at least on a trial basis. This would rope in more of rail users which would benefit the railways in the long run. It is needless to say that this would give rise to economic prosperity through increased industrial activity to be made possible by the Railways.

I would like to draw your attention to certain problems created by some of the level crossings situated in my constituency. Both the rail traffic and the road traffic are like the two eyes as important to the economy. So, it must be ensured that one does not come in the way of the other. In my constituency there is a level crossing at Panchaikuppam near Ambur town across the National Highways road no. 46. It is a road that connects Madras with Bangalore. This level crossing found at 73.6 Kilometers and another one that passes through Vaniambadi normally cause heavy traffic congestion after every closure. Since this is a busy railway line connecting Mumbai and Bangalore with Chennai, heavy hold up of traffic have become a routine. Apart from causing great inconvenience to goods modes of transport, they lead to number of accidents. Hence I request the Hon. Railway Minister to take up this matter with the Union Surface Transport Minister and to go in for constructing overbridge in the place of these two particular level crossings. There was a survey to construct an overbridge at this particular point of the Highway and the action has not been taken as yet. On the 15th of October 1979 contacts were signed after acquiring the land needed to construct the much needed overbridge. But the completion of the scheme has never come so far. It has been kept in a cold storage for a long time now. The reasons for the work stoppage is not known to anybody. Whenever the gate of the level crossing are closed, it is a long time before they are opened. Hence, the inconvenience caused to the public has become insurmountable. This is long pending demand of which completion is pending for a long time. This overbridge if completed at the earliest would help us to save the precious oil wasted in the from the petrol

and diesel of the waiting vehicles caught in traffic congestion. Hence I again stress the need to traffic congestion. Hence I again stress the need to complete the overbridge both at Panchaikuppam and Vaniambadi. In the Tiruvannamalai-Villupuram section, at Anandhal near Thandarai railway station, there is an unmanned level crossing. The farmers and workers from the village have to go to their fields crossing the point. There have been number of accidents involving men and cattle. You may kindly upgrade this level crossing to make it a manned level crossing which would give protection to villagers while providing some job opportunities in the Railways.

Here is a proposal to close down Agaram Sippanthai railway station. The local public are very much agitated about his decision. Hence I request the Railway Minister to suitably instruct the authorities not to close down this station heeding to the public demand. I wish the railways pay attention to the representations submitted by the Representatives of the People.

I congratulate the Railway Minister again for the care he has taken to spare the common man from the hike in train fare. I wish all success to the efforts taken by Shri Ramvilas Paswan, Minister of Railways in the United Front Government. Thanking again the Chair for this opportunity I conclude my speech expressing my support to this Railway Budget.

MR CHAIRMAN: Kindly conclude. I would suggest that you may please give the written suggestions to the hon. Minister of Railways. Unless the Members themselves decide to obey their own decision, it is beyond anybody to control the House. So, Please cooperate.

Now I call Shri Suresh Jadhav.

[Translation]

SHRI SURESH R JADHAV (Parbhani): Madam, the hon'ble Railway Minister had made many promises in his Railway Budget. But I am afraid, he will not be able to fulfill them because of financial position of his Ministry. The finances of railways are not in shape and I would like to draw the Ministers' Attention to certain statistics. Since I have very limited time I would not like to go into the details. I will make some points only. There has been successive decline in the budgetary support to railways. Similarly, the share of railways in the movement of goods is declining. The railways have not been able to allocate funds under important heads because the plan outlay has not been enhanced.

The provision included for new railway lines is less by Rs.61 crore as compared to the provision of 1995-96. Similarly, the budget for doubling the railway track has been reduced by Rs.35 crore. For gauge conversions, the budget has been reduced by 343 crore and for renewal by Rs.115 crore. For electrification, it has been cut down by Rs.292 crore. Regarding freights, the comparative figures of targets and achievements

have not been given in the Railway Budget. The Railway Ministry has never been able to achieve the targets. During the last few years, the trend of lower achievements compared to the targets fixed has been evident. The railways are short of funds but the hon'ble Minister has made several commitments in his Budget Speech. I don't know how will he fulfill these commitments. Only the God Knows. The position will become crystal clear if the hon'ble Members go into the depth of the Budget. I have been elected from Marathwada division of Maharashtra which is a backward division.

I would like to draw the attention of the hon'ble Minister to some projects of Maharashtra. The estimated cost of Amaravati - Narked - Ahmednagar-Beed new railway track project is Rs. 182 crore. Last year a provision of Rs. 52.55 crore was included but this year this has been slashed to Rs. 3.50 crore. The Ahmednagar - Beed project involved an estimated outlay of Rs. 350 crore and last year Rs. 1 crore was spent on this project. For Hansi project, only a provision of Rs. 1 lakh has been included. Marathwada is a backward region and the hon'ble Railway Minister has been very miser as far as this area is concerned. He has not paid proper attention to it.

I would like to put forth some suggestions before the hon'ble Minister. The Government should give at least 25 percent budget in support to the railways keeping in view their role in our economy and the increasing pace of industrial development. Secondly, the Plan should provide a minimum of 15 percent for transport sector.

Madam, the railway capital should be judiciously invested in important projects. The ongoing schemes should be completed within a time bound programme. It is not very difficult to achieve the reduced freight target. We should formulate a long term scheme for goods traffic and the goods traffic should get priority over other sectors. More funds should be spent on the construction of new railway tracks, doubling, electrification of railway tracks.

Madam, there is need for checking the loss being suffered by Railways because of ticketless travelling. More funds should be earmarked for the areas having greater railway traffic. The loss suffered by the railways in discharging the social obligations should be compensated. This practice is vogue in some foreign countries. The Railway Board should be given an autonomous status and the railways should be converted into a commercial undertaking.

More funds should be provided for the ongoing railway projects of Maharashtra so as to complete them as scheduled. The position of Railways in Marathwada and Vidarbha is not satisfactory. The trains which pass through my constituency Devgiri has only two general bogies which should be increased to four and the number of A.C. coach should be increased from one to

two. This train goes upto Mumbai via Secunderabad, Jalna and Aurangabad. I would urge that one more train should be introduced. The Nanded - Amritsar train which operates once in a week should be operated thrice a week.

There is imperative need for constructing an overbridge at Krishivigyan Peeth in Parbhani. This project should be incorporated in the present Budget. One-A.C. room should be provided at Parbhani railway station.

Madam, these are my suggestions and I hope the hon'ble Minister has noted them and will take action as suggested by me. With these words, I conclude.

[English]

SHRI SANAT MEHTA (Surendra Nagar) : Hon. Chairperson, I would like to make four points. Lot of additions were made here many demands were made. I do not want to make a demand which will increase the cost of the railway department. But I am very much grieved to say that in my area, three ordinary proposals have been made. In one case, because my constituency is located on Rann of Kutch and is producing 2.1 million tonnes of salt every year, a short railway siding conversion was demanded. We persuaded the salt manufacturers to share the cost of the conversion. A meeting was held by the railway authorities in which the Salt Commissioner and the salt manufacturers were present wherein it was agreed by the salt manufacturers that in order to meet the cost of this conversion, they will pay for five years the fare for a longer route so as to recover the cost by the railway department. After the meeting, the minutes were drawn and it was found later that the sharing cost proposal was not even reflected by railways anywhere in the Budget nor any promise given.

I am thankful and I congratulate Shri Ram Vilas Paswan that he has taken a new thrust in regard to the backward areas as far as the Railway Budget is concerned.

I want to draw his attention to the fact that in Gujarat, a large area of Saurashtra is backward and all the development of railway is concentrated on the main line between Bombay and Delhi, and between Ahmedabad and Delhi with the result that there is no industrial development in Saurashtra. A railway line conversion between Rajkot and Versaval in Saurashtra is being demanded since the days of Shri Scindia. But a meagre amount of money is being provided every three years. I want to make a proposal to the Railway Minister. If you can promise Gujarat that this railway conversion will be completed as early as possible, perhaps, Gujarat will come forward to contribute to the bonds of the Railway Finance Corporation. I may point out that as far as Gujarat is concerned, in the past when we wanted money for the Sardar Sarovar Project we had approached the Reserve Bank of India.

have a circular wherein the Reserve Bank of India has said:

"We have recently reviewed the existing policy and it is proposed to allow primary cooperative banks to invest their surplus funds up to ten per cent of their deposits in the bounds of public sector undertakings subject to certain conditions/safety measures etc..."

Madam, from this point of view, for the Sardar Sarovar Project, in one year, we had mobilised Rs.153 crore. I do not understand why the Railways is not taking a prompt action to mobilise funds from the urban cooperatives as my friend Shri Ram Naik had suggested for Maharashtra. The urban cooperative banks of Gujarat have Rs. 1400 crore surplus every year and ten per cent of it can be invested in the bonds of the Railways by which they will be very easily able to collect Rs. hundred crore every year. But the Railways is all the time depending on some grants of the Finance Department of some other methods. I appeal that if this method is evolved, perhaps, in Gujarat many more conversions and fast development can be achieved.

We have seen that the Report of the Railway Fare and Freight Committee has said

"The scope for mobilising large scale resources, large scale internal surpluses by raising tariff is limited due to the proven shift of the demand from the Railways"

This opinion is before us. Why are we making a Jugglery of increasing five per cent and ten per cent here and there?

If you look to China in China, in 1990, before six years the Chinese Railways lifted four times the freight traffic than the Indian Railways which has just about the same number of wagons. One of my friends on the other side was mentioning that we have less wagons. But let us understand that in China, with the same number of wagons, in 1990 the railways could handle four times the freight traffic. What was the crux of the problem? The trick was, as on the Indian Railways the former had a engine fleet of 50 per cent more than that of India. With only 50 per cent more fleet of engines than that of India, if China can handle four times the freight traffic than the Indian Railways, why can the Indian Railways not take up this kind of a challenge? I think, for that, if a proper proposal is made to the Planning Commission or to the Finance Department, they will be very eager to support it.

Now, I come to the last point. If this proposal is accepted, what will happen? From 1992-93 to 1996-97, our gross traffic receipts have increased only by 14 per cent. It has increased from Rs.15,600 crore to the

estimated figure of Rs.24,000 crore in 1996-97. If we can adopt the practice and the system of the Chinese Railways, I can say that we can easily increase it by 25 per cent. If we had increase the freight traffic by 25 per cent, our income, instead of Rs.24,800 crore, would have been Rs.30,000 crore. It would have added not less than Rs.6000 crore to us. If this Rs.6000 crore had come, then, a lot of clamour which is being made in this House now for small small allocations would not have been there.

Let Shri Ram Vilas Paswanji take the thrust further. He has tried to break the bureaucracy of the railways. He has to also attempt the mobilisation of finance. There are ample opportunities India has the capacity. A State like Gujarat which is contributing 20 per cent of every year's capital market contribution, why can he not consider mobilisation of this?

With these words, I appeal to Shri Ram Vilas Paswanji to look to this aspect and see that backward areas like Saurashtra also get the benefit

I would make the last point. Then years before, the railway station of my constituency was shifted from one place to another for a broad gauge connection. One lakh ten thousand square metres of land is lying there at ease, all the structure was lying at ease. People have been using that land for undesirable purpose for the last ten years. The rate of this land in the city market is Rs.1,000 to Rs.1,500 per square metre. I am ashamed of it because people are using it for undesirable purpose. They are gambling and using it for going to latrines. The whole area is in the heart of the city. I do not understand why this land is not being developed and why money is not being raised. If this kind of attitude is continued by the railway authorities, it will never have the resources. They will have to go to this way, as my friend has said. If a project is of Rs.3 crore, you provide Rs.1 crore or so. That is not the way. I hope Shri Ram Vilas Paswanji will take this matter into cognisance and implement it.

SHRI ANIL BASU (Arambagh) Respected Madam Chairperson, I thank Shri Ram Vilas Paswanji through you, for presentation of a very balanced growth-oriented, pro-people and pro-common people Railway Budget

I am one of those unfortunates Members who comes from a constituency where there is not a single kilometre of a line. In the Railway Budget presented to the eleventh Lok Sabha, people of my constituency had a great hope that Shri Ram Vilas Paswanji would announce something. On page 27 of his Budget speech, he has mentioned about the extension of railway line between Tarkeshwar and Arambagh. He has ordered a survey of that railway line. But we, the Members, know that such

surveys are just rituals. If proper attention is not paid to this by the Minister of Railways and the Railway Board, the survey work will continue for decades and no result will come out from that survey. So I request the hon. Minister of Railways to consider the plight of the people.

SHRI RAM VILAS PASWAN : Was any survey done earlier in your constituency?

SHRI ANIL BASU : A survey was done in the year 1983-84 when Shri Gani Khan Choudhury was the Minister of Railways. A survey was started but that was frozen by the Railway Board. Never was this mentioned in this House that a survey would be undertaken, never has it been mentioned in the Budget speech of the Minister of Railways. This year, people of my constituency are lucky that Shri Ram Vilas Paswanji has taken the burden of the people of my constituency who have been demanding for a railway line for the last so many years. Even during the British days when the East India company was there, a survey was conducted for an extension of a railway line to that area. Unfortunately, that has not seen the light of the day.

You are very much aware of my constituency. My constituency is one of the great places of our country. Arambagh was a very very strong area of freedom struggle. Great and illustrious sons of our country like Raja Ram Mohan Roy, the good great social reformer, Pundit Iswharchandra Vidyasagar, Gurudev Ramkrishna, hail from this soil. So this soil is on the one hand one of the strongest centres of freedom struggle. On the other hand centre of social, educational, cultural and religious reform of our country. But it has been neglected by the Railways since independence. Now I would urge upon the Railway Minister to see that the survey is completed within a scheduled time frame and in the supplementary budget some fund is provided for taking up construction of the railway line.

In a letter his predecessor Shri Jaffer Sarief informed me that because two bridges have to be constructed and the construction cost of the bridges is too high they cannot take up the construction of the railway line as the Railways have a constraint of fund. My submission is that the construction of the railway line from Tarakeshwar to Arambagh can be undertaken in phases. From Tarakeshwar to Chapwadana, in the eight kilometre stretch, no bridge is required to be constructed. So you can take up these eight kilometres where no bridge need be constructed. Then the bridges can be constructed in the second phase and subsequently the stretch from Arambagh to the rest of the line can be constructed. It is a 31 kms. railway line from Tarakeshwar to Arambagh. My submission is that the construction of this railway line should be given priority.

Many questions have been raised by the Members. They can be sorted out at the zonal railway level. Earlier there was a procedure that the zonal managers of the zonal railways used to convene meetings of the MPs to discuss the problems of their constituency and to take some remedial measures. That process should be introduced again. During inter-session time we get some time to discuss matters of our constituency with different authorities. The Railway Ministry and the Railway Board should instruct the zonal railway authorities to convene the meeting of the MPs so that they can put up their views, the problems of their constituencies to the authorities concerned. In this regard I must appeal to the Railway Minister to see that some delegation of power is also done. Because the railway network is extended in such a big way that it is not at all possible to approach the Railway Board every time to get the sanction of even some small schemes. So there should be some delegation of power to the Zonal Managers. I do not know whether the Zonal Managers have powers even to recruit one Chaprasi. They do not have that power. They do not have financial and administrative power. For everything they have to seek sanction from the Railway Board. Why such a practice should be allowed in such a big organisation? I would urge upon the Railway Minister to see that some power is delegated from the Railway Board to the zonal railways so that the Zonal Railway Managers can do something in their respective field.

My third point is regarding suburban railways. In the suburban railways responsibility should be fixed on the different authorities. In the Howrah Station, a lot of delay is occurring in expect of trains which are approaching Howrah Station because every train has to be halted near the carshed to get the platform clear. Why such delays are occurring? Because the root relay system is there which was set up in the year 1964 with the Japanese equipment. That has not been repaired or overhauled for the last 32 years.

That is one of the causes of the delay of the trains which are approaching the Howrah Railway Station. Another thing which happens very frequently in the Tikiapara locoshed is that the maintenance is not done by the Railways but by contractors.

The sleepers that are there beneath the railway lines are hundred years of age. (Interruptions)

MR CHAIRMAN : Kindly conclude.

SHRI ANIL BASU : When the locomotives are going to the shed for maintenance, frequent derailments take place there. Even the nails required to fix the rails on the sleepers are not available. So frequent derailments are going on, the locomotives are derailed and again the locomotives have to be brought on the railway line and put on the axle. Some three to four months ago there was a very dangerous accident when one of the

express trains - Bhauli Express - was approaching the Howrah Railway Station. There was a derailment. Why? It was there because the maintenance was poor. There are two types of railway lines : 52 kg lines and 60 kg lines... (Interruptions)

MR. CHAIRMAN : Please do not go to such lengths.

SHRI ANIL BASU : Nobody is caring for this difference in weight at conjunction points. One is thicker than the other. But what is happening is that the persons working there are putting two different types of rails together - and there is always a gap; always a difference in weight - then the derailment takes place.

Sometimes, twelve-foot sleepers are used where nine-foot sleepers can do the job. Such a type of misuse of resources is also done in various parts of the Railways. That should be taken care of... (Interruptions)

MR. CHAIRMAN : Please give the rest to the hon. Minister in writing. I will call the next Member.

SHRI ANIL BASU : I would like to mention two very important points. We have already written so many letters to the hon. Minister.

MR. CHAIRMAN : If I allow you for making two more points, then I will have to allow others also.

(Interruptions)

SHRI ANIL BASU : Constantly representations are being made by the railway passengers to the Zonal Railways but no repairing work is undertaken. This is a problem which hundreds of commuters are facing. The Railways are not repairing that over-bridge at Baidya bati station.

My last point is that the Suburban Railway Passenger Confederation, which is a registered body and unfortunately I happen to be the President of the union - consisting of 137 railway passenger unions should be given recognition. Annual Conference are held by this Confederation which are attended by the Railway officials. Even GMs attend these Conferences.

MR. CHAIRMAN : You have made your points. Please conclude now.

SHRI ANIL BASU : I only request that recognition should be given to this confederation so that the grievances of the suburban railway passengers could be channelised in a proper democratic way.

MR. CHAIRMAN : Now I call my sister Kumari Frida Topno. I appeal to you not to disturb her if she crosses the time limit a little because Frida is always very nice.

01.00 hrs.

*KUMARI FRIDA TOPNO (Sundargarh) : Madam Chairperson, thank you very much for giving me the

* Translation of the speech originally delivered in Oriya

opportunity to participate in the discussion. I rise to speak a few words in the Railway Budget 1996-97 presented by the Hon'ble Railway Minister Shri Ram Vilas Paswan.

Madam, Railway is the largest public sector undertaking in the country. Railway is the life line of the nation. So the development of the country mainly depends on the development of Railways. As the time at my disposal is very short, I would like to confine my speech to some of the main problems of the Parliamentary Constituency Sundargarh in Orissa. At the outset, I thank the Hon'ble Minister for creating a separate Railway Zone exclusively for Orissa. The Minister has said in his speech that the Headquarters of the new Zone would be located at Bhubaneswar, the capital of Orissa.

Sir, when the demand for creating new Zones were made by the State Government, the suggestions had been made to create two zones, one at Bhubaneswar and other at Rourkela. Actually the distance between Rourkela and Bhubaneswar is about 1000 Km's so, while I thank the Hon'ble Minister of Railways for creating a separate Railway Zone of Bhubaneswar, I would also like to request him to consider another Railway zone by carving out some areas from Chakardharpur and Bilaspur Railway division. The Headquarter of the new Zone can be established at Rourkela. The Sambalpur Railway Division can be brought under the Rourkela Zone.

Madam, I would like to draw the attention of the problems of the people of Rourkela. Three coaches were attached with Nizamuddin - Sambalpur-Hirakund Express from after bifaction at Jharsuguda since last two years. People coming from Rourkela were able to come to Jharsuguda by those coaches known as Link Express. It was coming back to Jharsuguda one hour after reaching at Rourkela Station carrying passengers from that place. The Sambalpur passengers were again coming back to Jharsuguda for going to New Delhi by the remaining coaches. Thus the link Express was providing a great benefit to the passengers from Rourkela. Now they are facing a lot of difficulties as we do not have any other communication facility after the withdrawal of that arrangement. I therefore urge the Minister to restore the previous arrangement in the interest of the passengers of Rourkela's side.

Similarly Madam, I would like to request the Hon'ble Railway Minister to introduce a Link Express for the passengers of steel city Rourkela to go to Tatanagar to catch the Tata-Amritsar Express. As you know madam, Rourkela is just like mini India. People from every State are found there. There is a sizeable Sikh population in Rourkela. They will be greatly benefited if the Link Express is introduced from Rourkela to Tatanagar to

enable the passengers to catch the Tata-Amritsar Express. The Down passengers can also come to Rourkela by that Link Express.

Madam, Sundargarh is the Headquarter of my district as well as of my Parliamentary constituency. It is not connected by train. But a large number of people either go to Jharsuguda or Rourkela to catch Delhi-Calcutta-Bombay and Madras bound trains. They go to any of these two places to book their reservation. A Railway booking counter should be opened at Sundargarh to enable these passengers to book Reservation for the trains going to all the metropolitan cities. Quota should be provided in all those long distance trains.

Then Madam, I want to speak a word about Rourkela-Bimlagarh-Talcher Rail Link. The people of Orissa have been demanding for the construction of this Rail Link for past 30 years. The distance between coastal and Western Orissa will become shorter if this link line is constructed. It will provide direct rail connection between the coastal Orissa and the hinterland of Western Orissa, particularly between the State capital Bhubaneswar and the steel city Rourkela. Since the sunny work of this line has been completed since long, I request the Minister to consider the Construction of this line during 1996-97 financial years.

I would like to say a word about the need to construct the Foot over bridges at Himgiri and Jareikela Railway Station in my Constituency. The Himgiri Railway Station is under the Administrative control of Bilaspur Division whereas the Jareikela Railway station is under the control of Chakardharpur Railway Division. I have met and discussed with the DRM's of CKP and Bilaspur about the need to construct level crossings between these two divisions and also to construct footwear bridges in these two Railway stations viz Himgiri and Jareikela. I met the General Manager, Calcutta also in this connection. I have also met the Railway Minister while I was a Member of 10th Lok Sabha. But it is regrettable that this minor work has not been done so far. Two to four people are dying untimely death every year after they meet with accidents in these two stations every year as there is not foot over bridges in these stations. I had also raised this matter while participating in the Railway Budget speech last year. Since this is a small but important demand. And there was Rail Roko agitation, I request the Hon'ble Minister to implement this proposal at the earliest.

Madam, the people of Rourkela have been demanding for the construction of a flyover at Kukuda gate in between Banda menda and Bira Railway station and also another at Basanti Colony near Rourkela Railway Station. I have been also making this demand since the time of my election as a Member of 10th Lok Sabha. The Local People are very much agitated over

this issue. I hope the Hon'ble Minister will consider this demand.

Lastly Madam, there is demand since long to set up a wheel & axle plant at Rourkela. I request the Hon'ble Minister to set up this plant during 1996-97 financial year.

With these words I conclude my speech.

SHRI SHIVANAND H. KOUJALGI : Madam Chairperson, I welcome the Railway Budget presented by the hon. Railway Minister. I will not take your precious time. Firstly, I will congratulate the Prime Minister and the Railway Minister for sanctioning the railway zone to Karnataka but unfortunately, the Headquarters is made at Bangalore. The Zone ought to have been sanctioned at Hubli. I bring to your notice that the Prime Minister, when he was the Chief Minister of Karnataka, had suggested that railway zone should be sanctioned to Karnataka with headquarters at Hubli. Even 23 MPs of Karnataka have suggested that zonal headquarters should be at Hubli.

01.06 hrs.

(Shri P.M. Sayeed in the Chair)

Hence it is requested that the zonal headquarter be changed from Bangalore to Hubli.

Secondly as Shatabdi Express is a superfast train, I request that it should be extended upto Belgaum.

New trains from Bangalore to Bombay should be started.

Fourthly, I am glad that expansion of modernisation of Hubli railway workshop is sanctioned and Rs 53 crore is earmarked for that purpose. I request that that work should be started during this year itself and Rs 10 crore be made available for that purpose.

I request to carry out a survey for a railway line from Belgaum to Darwar via Kittur, Bailongal, Sogal and Yellamanagudda. Bailongal is a cotton business centre, Kittur is famous for freedom fighters where Channamma fought against the British, Sogal is a tourist centre and Yellamanagudda is a pilgrim centre. Hence by converting this new railway line, about 62 kilometres will be made less from Belgaum to Darwar. Hence I request that taking into account that they are a place of freedom fighters, a tourist centre, a business centre and a pilgrim centre, a plan for a new railway survey should be taken up during this year itself and the work should be started.

At Belgaum, construction of over-bridge is very essential. When Mr. C.K. Jaffer Sharief was the Railway Minister, he had ordered for taking up the work of construction of over-bridge at Belgaum but unfortunately, that work has not yet started. I request that it should be taken up immediately.

Lastly, modernisation of Belgaum railway station is very essential. For many years, people of Belgaum are requesting for modernisation of the railway station which is very essential. Mr. C.K. Jaffer Sharief had visited Belgaum and had promised that he will take up that work immediately but unfortunately, that work has not been taken up. I request the hon. Railway Minister to take up this work during this year itself.

[Translation]

DR. G. R. SARODE (Jalgaon) Mr. Chairman, Sir, this Railway Budget does not appear to be the budget of Ram Vilas ji because I have seen his work during the last five years. He has great affection for the poor and the backwards but this budget does not reflect this affection in anyway. That is why I say it is not Ram Vilas ji's budget, it can be the budget of the United Front of the Railway Board. Maharashtra has been totally neglected. The former Railway Minister who came from Maharashtra had laid foundation stones of many projects. A survey was conducted for the Manmad - Nardhana railway track. Similarly a survey for converting Pachaura - Jamer narrow gauge line into broad gauge line was conducted but no provision has been included in this budget for this project. He has made a mention in his budget speech of survey of Manmad-Nardhana Line but Pachaura - Jamer line has been left out. This should be looked into.

There is large traffic on Bhusawal - Surat sector which is a backward and tribal area. This is a single line and it should be doubled and electrified. He can generate funds by starting a new train on Nagpur - Ahmedabad line.

About 50 buses operate daily between Mumbai and Bhusawal and there is heavy rush of traffic. All the trains stop at Bhusawal railway station but there is no room available in them. The local G.M. has expressed the need of running an Express train. I would humbly request that an express train should be operated on this route. It will generate good revenue for the railways.

Rajdhani Trains are operated between Delhi and Mumbai and between all the prominent places, but they run on western routes. I would urge that they should run on central line. Presently the Rajdhani Express goes upto Bhopal. Large passenger traffic will be available if this train is extended upto Mumbai via Etarsi, Bhusawal and Manmad.

The Howrah - Delhi Janta Express train had been cancelled but action has been initiated to restore this train. The Bhusawal-Mumbai 350 Up and 350-down passenger train used to operate for the poor people which has now been withdrawn. This should be restored and the railways can have large passenger traffic.

Small farmers complain that they do not get small wagons. The banana loaded rake comes to Delhi daily. No rake is available for Levy Sugar for a period as much as one month. I would request that more wagons should be supplied.

Previously, inspection of C.N.W. used to be conducted at every station to obviate any accident. But due to austerity measures, the guard room has been withdrawn from goods train and now the guard sits in the engine. Guard room should be attached to every train from safety point of view.

I demand that the Express and Mail trains should have as many unreserved bogies as sleeper bogies because maximum passenger traffic is of poor people. These two types of bogies should have different colour because the poor people cannot distinguish these bogies and occupy reserved bogies.

Two bogies which have been withdrawn from Bhusawal - Mumbai Sevagram Express should be restored. Similarly the two bogies used to be attached to Gorakhpur-Dadar Express have been withdrawn. They should also be restored. I thank the honble Minister for providing a stoppage of Karnataka Express at Jalgaon. I would like that other super fast trains particularly Geetanjali Express and Goa Express should also be provided stoppage at Jalgaon.

Sir, the Honble Railway Minister has made mention of 16 lakh railway employees but he has not said anything about the facility but he has not said anything about the facility given to them after retirement. I would request that they should be given some free travel facility, with an attendant in second class and first class after retirement as was available to them while in service. The serving employees get 6 P.T.D. annually but this facility is withdrawn after retirement. I would request the honble Railway Minister to consider giving them 3 P.T.Os annually. He has hiked the passengers fare by 10 percent but he knows that railways are the cheapest mode of transport. A banana loaded rake comes to Delhi from my district but the banana has not been exempted from the rake in the freight has been done in case of other fruits and vegetables. The reason for this is said to be that banana is not treated as fruit. I would request that banana should also be treated as fruit and given the freight concession. Bananas are transported by railway rake and is allowed 30 percent partial rail concession. This should be reduced and wagon rate fixed.

Sir, Nasirabad and Kekari overbridges have been sanctioned on Mumbai-Napur section of national highway in my area but no provision has been included in the budget for these two bridges. The estimated cost of both the bridges is Rs 8 crore. The Maharashtra Government has written a letter to the railways that if

they are unable to provide funds for these two overbridges they can get these bridges constructed by private parties.

Sir, my last demand is that four berths should be reserved in Second A.C.C. of Karnataka Express at Bhusaral Station because six hon'ble Members board this train from Bhusaral for Delhi and there is no arrangement for their reservation.

[English]

SHRI V. PRADEEP DEV (Parvatipuram) : Respected Chairman, this is my maiden speech and I must express my gratitude to you for giving me this valuable opportunity to say a few words on the Railway Budget presented by the Government. I have totally pruned down my speech because of a very little time available at my disposal.

At the outset I wish to complement the hon. Minister of railways for so lucidly explaining to the House the problems of the Railways and presenting the Railway Budget. Some of the measures he has proposed in the Budget reflect his concern for the speedy development of the backward regions of the country. Since my constituency Parvatipuram in Andhra Pradesh, having a large tribal population is also located in one such region, this is of great interest to me.

While the programme proposed in the Budget is indeed ambitious and is beneficial to some regions in the country, I must admit that its impact is going to be negligible when it comes to a backward constituency like mine, or for that matter, even for a large State like Andhra Pradesh. The Railway budget presented to the House provides only sops to my State. It is disappointing that an important and large State like Andhra Pradesh that contributes huge revenues to the Railways does not get adequate attention in the present Budget. Without adequate transportation outlets and other infrastructure amenities, constituencies like mine will continue to languish and remain backward and underdeveloped for ever. Before I deal with this, I wish to make a few general observations on the Budget itself.

Sir, whenever it becomes necessary to raise finances, it has become customary for the Government to go in for the soft option of increasing the tariff rather than taking advantage of the scope and exists for savings through efficiency improvements and curtailment of avoidable and unproductive times of expenditure. While the hon. Railway Minister has indeed made out a strong case for raising resources through tariff increases, I do not find in his speech the same emphasis on and concern for measures to control the operational costs of the railway system. Unless the Railway Board takes all round measures to contain its costs, rationalise its

operations and adopts prudent financial practices, I am afraid that it will not be possible to expand its operations on a large scale to meet the emerging challenges. In the long run, the worsening financial position of the Railways can adversely affect not only its efficiency but also but also the minimum standards of safety that are expected to be maintained.

Sir, I understand that there are many areas in which there is scope for reducing the costs and enhancing the operational efficiency in Indian Railways. For example, there is considerable scope for enhancing the utilisation of the capacity of the available assets such as locos and wagons that can contribute to an overall reduction in the operational costs without the railways having to make any major investment.

Taking a specific example, I understand that the average speed of goods traffic movement in the country and stagnated around 22-23 kilometres per hour over the last 25 years. On the other hand, we seem to have progressed a great deal in introducing superfast trains in many parts of the country. Experts say that the large speed differential in our railway system, coupled with inadequate track facilities, has made it difficult to speed up the goods traffic any further. I am not against the introduction of superfast trains. However, along with the introduction of fast moving passenger traffic, the Railways should also speed up the movement of goods traffic that is so vital for the economy. If turn around time goods traffic can be reduced by even 10 per cent, the freight carrying capacity of the Railways can increase enormously and thus will not only reduce the unit cost of freight movement but also add significantly to the receipts of the Railways.

Sir, as a result of several factors that include wagon shortage, poor customer service and high turn around time, the Railways are steadily losing ground to road transportation. Apart from losing revenue, it has much wider implications for the economy as transportation of freight by road consumes about seven times the quantity of diesel compared to railway transportation. It is unfortunate that the proportion of road transportation in the case of important commodities like coal etc., has been increasing year after year. It is necessary for the Railways to gear itself up to meet the requirements of its customers by simplifying its booking procedures, improving customer service and if necessary offering even wagon loads instead of rake loads depending on the needs of the individual customers.

Sir, another area of concern is the fact that many projects initiated years ago are lying incomplete and unproductive. There is no emphasis in the Budget on completing such projects. This is a case of locking up large investments without securing any return from such investments for years together. Instead of spreading its resources too thin, the Railways should prepare an

action plan for completing all its works in progress over the next three to four years. This alone can reduce the overall capital-output ratio of the Railways.

Sir, before I conclude I wish to draw the attention of the hon. Minister of Railway about the following urgent and important requirements of my constituency and State.

There is a immediate and urgent need for introduction of a Return DMU (Diesel Multiple Unit) Train from Parvathipuram Town Station to Visakhapatnam Station

The halting of all Express Trains passing through Narsipuram Station, which is on the Visakhapatnam-Rayagada route, which is also a major Panchayat Headquarter and a major regional centre

The upgrading of Parvathipuram Town Station into Model Station, because of its economic importance since it is a very big trade centre. It is a link station between two major States, Andhra Pradesh and Orissa and it happens to be my constituency headquarters

A New superfast train from Visakhapatnam to Vijayawada. It should leave Visakhapatnam at 10 p.m. and reach Vijayawada at 5 p.m.

A new superfast train from Visakhapatnam to Hyderabad. This train should leave Visakhapatnam at 10 p.m. having two halts — one at Vijayawada and one at Kazipet and reach Hyderabad by 6 p.m.

I would request the hon. Minister of Railways to fulfil the assurances given to me as a result of my various letters addressed to him.

I would like to thank you once again, Sir, for the time given to me for making my maiden speech on the floor of the House today.

[Translation]

SHRI SHATRUGHAN PRASAD SINGH (Bihar) (Bihar): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to make my maiden speech in the Supreme Institution of our democratic setup. Sir, I come from a backward area. We have Bagurai-Barauni industrial area from where dozens of trains start. Many of them terminate at Mujaffarpur, some at Samistipur and some at Patna. Our very popular hon.ble Railway Minister has announced extension of Puloi-Varanasi Pawan Express upto Mujaffarpur but I would request him to extend this train from Mujaffarpur to Barauni. This will benefit our area considerably. He has increased the frequency of Madras Mail from Patna once a week to twice a week. The heart patients, Kidney patients who want to go to Vellore for treatment experience great hardship in reaching Patna. So I shall request if a mail train for Madras from Barauni is introduced. Similarly Shaheed Express should also be extended upto Barauni.

All these three trains are very important trains and I have no other demand in this regard. The people of Garhara have been agitating for the last two years for sanctioning a diesel loco shed which was assured by the Railway Board for which 5000 acre of land has been acquired and is lying unused. Barauni junction is a very suitable place. The diesel loco-shed which was to be setup at Barauni was shifted to Gonda after examining its feasibility.

Sir, the hon.ble Railway Minister's native place falls in Alauni Vidhan Sabha constituency under my Parliamentary constituency. He has promised a survey of Khagaria - Kusheshwar track. Sheharbani is the place of birth of hon.ble Railway Minister. I would request him to take this railway track via Phultora and Medhana along the Gandak. Otherwise the 40,000 odd dalits of our area will not be impressed because this is the most backward area. One of my sisters was requesting Ram Vilas ji to adopt her legally and take her to Bihar. If Ram Vilas ji talks of Sheharbani, Phultora, Alauni backward Bihar, people malign him. It is said that the Railway Minister who came from Bihar proposed a zonal office of Bihar but Ram Vilas ji announced it and implemented it. It is Ram Vilas, the first son of any Dalit who felt the need of Bihar and made this announcement. Bihar did not get anything during the Congress rule after the Britishers left. Some of the hon.ble members are making politics of the announcement of opening a regional railway office in Bihar, they are prejudiced.

There are many small railway stations on Bakhari-Salona line. Bakhari Bazar has many small scale industries from where shopkeepers have to lift their goods to Begusarai. All the narrow gauge lines from Sagarha onwards should be converted into broadgauge lines. The roads which are under the administrative control of the railway administration and which have been damaged, whether it is Salauna road or Bachward road or Barauni junction road should be repaired by the Railway Board and a scheme should be formulated in this regard.

The Barauni junction has no shed and during rains ceilings etc. get spoiled. Sheds should be provided at Khagaria station and Barauni junction from exposure to rain to protect food grains, cement, fertilisers etc.

My last demand is that Vaishali train should be extended upto Vaishali. My brother Rambahadur I was talking of Vaishali Express. It is the name of the trains. A mention of Vaishali republic is found in our history but this train does not go up to Vaishali. Vaishali and Hazipur are two important places of our area. There has been a demand since 1902 for a Vaishali-Sugauli railway track. This is a densely populated area and many VIPs including the President, Vice President, Prime Minister and other dignitaries visit this

place. This Historic place is the place Mahavira and Buddha

There are several Hindu Temples on the road leading to Sugauli. Arerar is a very famous place. It is a Buddhist circuit. If a railway line is not constructed from Hazipur to Sugauli via Vaishali. Vaishali will remain only for natmesake. So, I would request that surveying of Hazipur-Sugauli railway track should be undertaken which should be time bound. With these words, I once again thank the hon'ble Railway Minister who has shown courage through this budget to improve the condition of Bihar.

SHRI S P JAISWAL (Varanasi) : Mr. Chairman, I thank you for giving me an opportunity to speak on the Railway Budget. I represent the Varanasi constituency which is the most important cultural city of India, which is the place of birth of Sant Kabir, Goswami Tulasidas, tailang Swami Harish Chandra and several other saits and litterateurs and I would like to express views on the railway budget in that context.

In my opinion, the railway budget is inflationary and will not force the pace of development. Recently prices of diesel and petrol have been hiked and now an inflationary railway budget has been presented. This will lead to price rise.

The 10% increase in freight will push up prices. Instead of increasing fare and freight, he should check corruption, loot, bunglings, complacency and irregularities, observe austerity and increase efficiency. This will augment railway revenue.

Sir, the plaeating budget presented by Shri Paswanji is in fact hollow. The late-running of trains greatly inconveniences the passengers. He has no remedy for it. I would suggest that passenger should be paid compensation for the delay.

Sir, it is good that the hon. Minister has not increased second class fares, but the trains going to Bihar from Varanasi are always overcrowded. 400-500 passengers with valid ticket travel on train roofs, bath-rooms, toilets. There is need to increase the number of passenger trains, to add more second class bogies for those going to other states in search of livelihood.

Sir, I would like to say that the hon. Members have made many suggestions and it will not be possible for the Railway Minister to implement them even if he spends the entire railway budget. The budgetary support which was 70 percent last year has been reduced to 19 percent. All the hon. Members should impress upon the Prime Minister and the Finance Minister to increase the budgetary support to 50 percent. I would urge the hon. Railway Minister to stress this point and we are with him.

The hon. Minister has announced creation of new Railway Zones which reflects some influence of the World Bank. The creation of these Zones may be good but they should not be overstaffed and unnecessary expenditure should be avoided.

Regarding increase in freight, 10% surcharge will increase competition with surface transport. Even today, people prepare movement of goods by trucks because they provide better facilities and charge lower freight. The 10% increase will reduce railway goods traffic. The revenue will durable. I would, therefore, suggest this should be reduced to 5%.

Sir, I heard the budget speech yesterday. Now I would like to take up the problems of my constituency.

MR CHAIRMAN : No, no. Your Varanasi constituency is very large. Please conclude.

SHRI S P JAISWAL : Sir, I will take up only mam problems of my area and then conclude. I had had a meeting with hon. Prime Minister as well as the hon. Railway Minister following the day of securing confidence vote in this stonse and gave in writing my demad for construction of railway overbridges at Varanasi, Bhatwari, Lahartara and Alaipura railway stations, because the population of Varanasi has increased considerably and the traffic remains stranded at the railway crossings for hours together. He had accepted the demand and said that 50% cost would be shared by Uttar Pradesh Government. Now, since Uttar Pradesh is under President's Rule, I would request the hon. Minister to share this 50% cost also. Sir, Varanasi is surrounded by rivers from three sides. These bridges are therefore very necessary.

MR CHAIRMAN : Please conclude now. You have taken much time.

SHRI S P JAISWAL : Sir, I am just concluding. Varanasi is the trade centre for silk, carpets and saris and therefore, a stoppage at Bhadoi of all the trains bound for Delhi and Calcutta is necessary. Reservation facility should be provided at Bhadoi Station. The 4247 and 4248 Calcutta - Varanasi-Pawani Express should operate as hitherto. The Durg-Varanasi-Sarnath Express should be extended upto Muzaffarpur and Chapra. The Varanasi cantonment and Kashi railway stations should be beautified.

Sir, special trains should be run for pilgrims of Ayodhya, Mathura, Gaya, Kashi, Ajmer-Sharif and Amritsar and they should be allowed 75% concession in the fares. There is need to start a direct fast train between Varanasi and Bangalore. A night super-fast Express should be introduced from Varanasi to Delhi and via-versa.

The Varanasi-Diesel Locomotive Factory has made us self-sufficient and two of the 38 engines produced

there have been exported to Srilanka and some are being sent to Burma. The production of this factory and other factories should be augmented. The persons whose lands were aquired for this Locomotive Factory should be paid compensation and thier wards given jobs in the factory.

Barricading is being done at the railway level crossing on Varanasi-Chunar-Mirjapur road as a result of which 40 kilometer round about more distance is required to be covered. This should be withdrawn. With these words, I conclude.

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr Chairman, I thank you for giving me an opportunity to speak on the Railway Budget. I do not want to repeat what has already been said here. I would certainly say that the hon. Railway Minister has paid some attention to Bihar this time and I congratulate him. It had been neglected during the last five years. However, Bihar has some basic problems which I would like to mention here. Monghyr is my constituency and is a place of historical importance. He knows this. In 1952, when Pandit Nehru visited Monghyr, he had said that there ought to be a rail-cum-road bridge over the Ganga between Monghyr and Khagaria because he saw thousands of people sailing by boats to attend his meeting being held at Lal Darwaja.

Again in 1971, Shrimati Indira Gandhi visited Monghyr and announced construction of a rail-cum-road bridge at Monghyr. During the Chief Ministership of Shri Chandra Shekhar, Shri Rajiv Gandhi, who was general secretary, visited Monghyr with the Chief Minister and while addressing a general meeting at Palo ground had said that there ought to be a bridge over the Ganga at Monghyr. I would like to remind the hon. Railway Minister of his promises. I attended at least two of his general meetings. He had also said that there ought to be a rail-cum-road bridge and that he would struggle for it. He had said that if he were the Union Railway Minister, he would have constructed this bridge. I am sorry to say. *(Interruptions)*

SHRI RAM VILAS PASWAN : You are saying this in spite of the fact that I am being accused for favouring Bihar.

SHRI BRAHAMANAND MANDAL : The people of Monghyr have been struggling continuously. The Deputy Chairman of the Planning Commission, Shri Pranab Mukherjee had given a written assurance that this project will be included in the 1995-96 budget and that an agreement about sharing of outlay between the Railway Ministry and the Surface Transport Ministry has been reached. Still, there is no mention in the budget of the proposed Monghyr bridge.

SHRI RAM VILAS PASWAN : When did he say this?

SHRI BRAHAMANAND MANDAL : He had said that it would be included in 1995-96 budget of the Planning Commission.

This is the United Front Government and is being supported by the Congress. The Congress leaders have been promising this bridge right from the days of national movement. He is the Railway Minister, it is his Government, he had also promised. I would urge him to order a survey because Monghyr is the Central Point which connects North and South Bihar. The length of the Ganga in Bihar Talai is 1000 kilometer and in Uttar Pradesh it is 500 kilometer. Fourth bridge is being constructed in Bhagalpur and 20 bridges have been constructed in Uttar Pradesh. Bihar needs 6 more bridges. This time provision has been included for Patna. Bihar needs 10 bridges. It has at present 3 bridges and fourth is under construction. It should be given its due share. I would, therefore, request him to order a survey for Monghyr bridge and include necessary provision in the budget.

SHRI MANORANJAN BHAKTA (Andman and Nicobar Islands) : We support his demand.

SHRI RAM VILAS PASWAN : It is my home town.

SHRI BRAHAMANAND MANDAL : We have Jamalpur factory in our area which used to employ 22 thousand workers and was the biggest engine repairing factory of Asia. Today, only 10 thousand persons work there because it has no work-load now. It is on the verge of closure. Its work load was increased after sustained struggle by workers. After this matter was raised in Parliament, we had also submitted a Memorandum to the former Railway Minister, Shri Jaffar Sharief in this regard. Only then some load was increased. It used to produce 30 containers per month and 60 boxes used to be rebuilt. But after the formation of Front Government, I went to Jamalpur and I was told by the Union leaders that the job of building 30 containers, which used to be built at this factory, has been shifted elsewhere. Similarly, the job of rebuilding of 60 boxes has been shifted. This workshop used to produce spare parts which are not available elsewhere in the country because it has very-very skilled workers. This factory should be converted into a Manufacturing Workshop into a Coach Factory, wagon building factory. It has been building containers and rebuilding boxes. This workshop has tremendous infrastructure. When needed, it is asked to manufacture wagons. It can be given the load of wagons, load of Coaches. We can strengthen this factory in this way.

MR CHAIRMAN : Please conclude now.

SHRI BRAHAMANAND MANDAL : I will conclude in two-three minutes.

MR CHAIRMAN : The hon. Speaker has allocated you 5 minutes. You have taken 10 minutes.

SHRI BRAHAMANAND MANDAL : I thank the hon. Minister for restoring Howra Janata Express. He also announced running of Rajdhani Express from Patna. I would request him to start this train from Bhagalpur because it is a big town and business centre. It will make a difference of one and a half-hours. I would also urge him to start a DMU between Jamalpur and Patna.

With these words, I conclude...*(Interruptions)*

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : You have fixed a time limit of five minutes for each Member. You must adhere to this time limit. Otherwise, we will not be able to finish by 8 O'clock. I think, there are 35-40 hon. Members more who are yet to speak...*(Interruptions)*

MR. CHAIRMAN : It is not the question of my giving time. You have seen yourself just now.

SHRI MANIKRAO HODLYA GAVIT : It is in your hand. You can adhere to the limit of five minutes.

MR. CHAIRMAN : How can I do it if you do not cooperate with the Chair?

SHRI MANIKRAO HODLYA GAVIT : You allow big people to speak but restrict the small people like me.

MR. CHAIRMAN : No, no. I will allow you to speak.

[English]

Please maintain order in the House.

PROF. M. KAMSON (Outer Manipur) : Mr. Chairman, Sir, now we are at around 2 a.m. of the early Friday, the 26th July. So, I would like to wish you, and also to the hon. Minister and the Members present here, through you, a very good morning.

Usually, I do not sit very late like this, but today it is a very special occasion for me to thank the hon. Minister, Shri Ram Vilas Paswanji, because he has kindly included a railway line for Manipur. It is a proposal to make a survey for the railway line and not to construct the railway line. It is the first step. After 143 years, that is about one-and-a-half century since the establishment of Indian Railways, it is for the first time that a railway track is coming to Manipur. I demanded this railway line in March 1985 in my speeches in this House. I also demanded a Railway connection to all the headquarters of the North-East States, Mizoram, Nagaland, Manipur, Tripura, Agartala, Arunachal Pradesh and Shilong. Of course, it is already there in Assam. Since then, nothing came out. Since 1985, I have seen six Governments, six Prime Ministers and eight Railway Ministers and nobody could come to that point. Perhaps a very good vicious circle was constructed by the bureaucracy giving a very good argument that the tracks cannot be constructed there because it is not economically viable, because there is no industry. When the matter of industry comes, the Government in its Budget says that there

will be holiday of taxes and exemption of taxes for industry to grow in the north east. But no industry could grow railways because there is no railways. Therefore, no railway and no industry, and no industry and no railway - it was a vicious circle where nobody could go in. Six Prime Ministers and eight Railway Ministers could not cut that circle. There is only one young Railway Minister here, in the form of Abhimanyu, who cut the circle and said that he would put up railways there in the North-East.

SHRI MANORANJAN BHAKTA : But its fate should not be like that of Abhimanyu.

PROF. M. KAMSON : He was a great man in that sense.

Shri Paswan has used very good words in paragraphs 10, 11, 12 and 16 of his speech. He has mentioned so many things about the North-East. I do not want to repeat it because of time constraint. He has put one sentence very beautifully that in India there are still some people who, despite the presence of Railways for 143 years, have not even seen it. This is perfectly applicable to my constituency. You know that my constituency comprises of all the hilly areas of Manipur and about 80 per cent of the constituents, the voters, the electorates, have not seen a train, what to speak of any comfort, what to speak of any ticket, what to speak of any drinking water, first class A.C. coach and all these things. They have not even seen the train. Only those people who can go out of Manipur to Dimapur, Nagaland etc., can see a train. In my constituency comprising of about seven lakh voters, 80 per cent of them have not seen a train. I therefore think that our hon. Railway Minister has put up so many beautiful lines expressing the feelings of the people so sincerely. So, I thank him for that.

02.00 hrs.

For that purpose only, I have been sitting and waiting here. Of course, all the hon. Members here may think as to what big amount which the hon. Minister of Railways has given to the Manipur State is so that the Member from Manipur has been profusely thanking him like that. Actually speaking, in terms of money, there is nothing. The hon. Minister of Railways has only ordered a survey there for which an amount of Rs. 5 lakh has been allocated and out of which only Rs. 1 lakh outlay is there. In one-and-a-half century, after spending crores and crores of rupees, only Rs. 1 lakh has been allocated for us. Still, I am happy because he has taken a step with all sincerity with a genuine feeling and concern for the people. We need such an hon. Minister here because this emotion, this sentiment will build up a very good link with that area. Several hon. Members have spoken very well by saying that North-East is geographically isolated, socially segregated.

economically backward and industrially nil. How can you think that there will be unity and integrity?

All sorts of insurgency activities are coming up there and for that also the hon. Minister has spoken a very good line — he is not justifying it, but he is trying to understand the sentiments of the people — when he says that 'it is really justifiable if the people are very angry for that'. So, with a lot of thinking, he has put in so many good things. However, I must request him that, although only Rs. 1 lakh has been given in the outlay with an anticipated expenditure of Rs. 5 lakh, he should use this money within two or three months and have a survey.

I proposed this line in 1985, not simply out of some imagination but by drawing from some historical facts. About one century ago, just in the beginning of the twentieth century, just before the First World War, the British Army Engineers, whom we call the Assam Rifles today, had started surveying this area and proposed the line from Dhansiri near Dimapur up to Karong, from Karong to Imphal, from Imphal to Tumu or Moreh and then to Burma to connect the Indian Railways with the Burmese Railway so that it makes an international line. Therefore, this is an important line. But the Ministry and all the officers could not understand this point though I have been shouting so much for that line for the last twelve years in this House. They could not understand this.

Recently, this Indo-Myanmar border track has been opened. Again, it is relying more on this line. It must be an international line. Other than this, we can have a line to Lahore only, which may be called an international line, connecting to India. Otherwise, we do not have any connection with others, namely with Nepal which is not very much important. But this line will go up to the Far East or all Asian countries. Therefore, it is a very important line. So, the arguments given by the bureaucracy that it was economically not a viable one, not prospective and so on is not right. It is really a very important line. Through that, you can link up social life, you can link up economic life, you can link up political life and you can also link up in favour of the unity of the country. So, it is very important and, that is why, I would like to thank our hon. Minister of Railways. This is the main point that I want to speak about today. I have so many other things to say, but the time constraint is there. When we ask for money for the railway line, the money constraint is there. When we ask for money for the railway line, the money constraint is there, when we ask for some time to speak, still time constraint is there.

SHRI RAM VILAS PASWAN For this survey, if more money is required, I will give it.

PROF M KAMSON Thank you very much. That is a very good thing. It will be a good message to the

people of my State. Why I have been sitting here is because tomorrow I have to answer to my electorate about what I have said here. It is also my duty on behalf of my State to thank you for that. Besides, the Chief Minister of Manipur, Shri Reishang Keishing, has already expressed his thankfulness to you the same day when you read out this Budget speech.

These have been the long pending demands which should have been attended to earlier. I may tell you that in 1985, Shri Bansilal, the then hon. Minister of Railways, had said that the constraint of resources, difficult terrains or hills, lot of other commitments on on-going projects etc., were the reasons for these pending demands.

After nine years or so, the same thing has been said by another Railway Minister, Shri C K. Jaffer Sharief. He also said that there was a constraint of resources for on-going works here. On that occasion, I happened to ask the hon. Minister Shri C K. Jaffer Sharief, "Sir, you were giving the same letter even nine or ten years ago which Shri Bansilal has written to me." In a very lighter vein and in a jovial mood, he gave reply that "it may be a computerised answer. In this way, everything was computerised for ten years. There is no change."

So, I thought that whenever I say something for railways here, the same answer may come again and again. But here is a Minister who just picked up the whole thing and said that "We know that there is constraint of funds. This is not profitable at the moment. But still we have to see that something is done for the country." I was observing Shri Ram Vilas Paswan when he was speaking as an Opposition leader. He was always pleading for the downtrodden, the Scheduled Castes and the Scheduled Tribes and the backward people. I thought that it is the usual gesture of the Opposition leader to speak like that. But when he comes to this side and does the same thing, I feel that he is really sincere to the backbone and that we need this type of a man. I really appreciate his spirit.

I am not speaking about his Party or his Government. But I am looking to this person who is sincerely working for the good of the nation. With this type of person, I think probably 50 per cent of the work will be done. This is one thing for which I must compliment him and I will not forget his promise. From para 49 to 55, in his speeches he has given very nice projects for the north-east. He must kindly do all these things. Now the allocation is only for surveying. Therefore, we want to say that at least the survey should be completed in time within two to three weeks.

SHRI RAM VILAS PASWAN For your information, if there is any difficulty, we will have a satellite survey also.

[Translation]

In order to save time, we will get a satellite survey conducted in North-East, which is a hilly area. In this way, we can complete the survey work in less time. I would like to reiterate that our intention is to start the work after survey.

[English]

PROF. M. KAMSON : Thank you once again. The survey was actually done 80 years ago, the British have done this. In 1985 also the Assam Rifles did the survey again. But it was not an official survey.

MR. CHAIRMAN : The hon. Minister has assured even about the work.

PROF. M. KAMSON : I thank the hon. Minister on this occasion. Why not increase the frequency of Rajdhani Express running from Gauhati to Delhi about which some hon. Members have already said? It is only for three days in a week now. You may kindly increase it to six or seven days. That means daily. That is the only way.

The hon. Minister may kindly see that the small railway line route which is coming from Silcher to Jiribam is laid. This is a small route coming as a railway. That also may kindly be done. This should not be stopped but must be continued towards Imphal, the capital.

MR. CHAIRMAN : You give the details to the hon. Minister in writing.

PROF. M. KAMSON : I have been writing for the last 12 years. This is mostly to thank him, not to demand from him.

[Translation]

SHRI HARIVANSH SAHAI (Salempur) : Mr. Chairman, Sir, I thank you for giving me time to speak. I support the budget presented by the hon. Railway Minister. I shall make only a few suggestions due to time constraint.

The Bhatni junction of my constituency is located on Bihar border and 100 are of surplus railway land is available there. A coach factory was sanctioned for this place 5-6 years ago but for political reasons, this was shifted to some other place. I would like that some factory may be set up at Bhatni because if availability of 100 are land, Bhatni is a prominent place. 4-5 trains used to terminate here. It is a meter gauge line. I would like that this place should be made a terminal station to give it more importance. A railway line, a hospital and its building exist there since British days but there has been no doctor in this hospital for the last 5 years. As a result of which people are facing great difficulty. The people have to go to Deoria or Gorakhpur for treatment. I would request him that this facility should be restored.

Sir, Kashinagar is a pious place of Lord Buddha which is visited by thousands of foreign tourists. But the approach to this place is difficult. I would demand that a survey should be conducted for laying a railway track from Kushinagar. Last year His Highness Dalai Lama visited this place when thousands of tourists were present there. They demanded that this place should be provided a rail link.

The Hon'ble Railway Minister comes from Bihar and knows that Delhi-Barauni Express train is awfully overcrowded and passengers are lathicharged at every station. The Vaishali Express starts from Delhi at 7.40 P.M. This train is also overcrowded. The Amrapali Express operates from Kanpur. This is too incredibly overcrowded. I would demand that a fast passenger train should be introduced to provide relief to the Bihar and Uttar Pradesh Labourers who go to Haryana and Punjab to earn their livelihood. There is a 20 Km railway section of Bhatni and Salempur on North-East railway. It feeds a population of about 1 lakh. There is no overbridge between Bhatni and Salempur. If any overbridge is constructed at Hamuapar, it will reduce the distance of 25 to 30 Kms to 4-5 Kms. This will meet the long standing demands of farmers.

Sir, a broad gauge line was constructed between Baraj and Barhaj in Deoria district by a former Railway Minister Shri Janeshwar Mishra. The train operates between Bhatni and Barhaj. I would request these trains should be extended upto Sivan from Gorakhpur via Barhaj. This line will benefit the farmers. The computerisation is resulting in the retrenchment of the railway workers. The railway department should take some measures to ensure that no retrenchment takes place. We have tremendous man power in India which is dwindling day by day. I demand this decline should be arrested. Recently the railway department trained 150 apprentices in Gorakhpur but they have not been given employment even after receiving training for one year. Direct recruitment is being resorted to. I demand that the trained applicants, who have been agitating for the last two months should be given employment immediately. Salempur, Bhatapar and Bhatni are the stations of Bihar border. These stations do not have reservation facility. I will request him to provide the reservation facility and also ensure train punctuality at these stations. There was a railway bridge on Choti Gandak between Barkagaon Bhatni and Bhatparani which has been dismantled and the bridge has been constructed elsewhere. All the pillars belonging to the railways are lying excited at a distance of 20 Km. I would like to request him to handover these pillars to the P.W.D. which has made such a request to the railway department many times but the latter is creating obstacles. I would therefore request the hon'ble Minister to direct the railways to handover these pillars to P.W.D.

[English]

DR ASIM BALA (Navadwip) I congratulate the Railway Minister for undertaking various projects for the development of rail network in the backward and neglected areas specially in the North-Eastern region I find from the Budget that an allocation of Rs 9 crore only has been made for research and development activity Research and development is essential to our country In our country we cannot travel by fast trains because of the condition of the track In the foreign countries like Japan we find the speed of the train is 400 to 500 kilometres In our country we cannot go beyond the speed of 120 or 130 kilometre per hour Therefore our tracks should be suitably changed otherwise fast trains cannot be run properly

My second point is that position contribution and pension should be increased I congratulate the Minister of Railways for increasing the Contributory Pension Fund I find that in my area pensioners are not getting their pensions regularly because some bank officers got annoyed and misbared to pensioners Therefore my advice is that pensioners should received their pension in time so it should given last four days of each month

About electrification I demand that Ranaghat-Gede and Ranaghat-Bongaon lines should be electrified This is a long-standing demand This is the second oldest line in our country This line is a very profitable Goods and materials are being exported to Bangladesh through this line In the last years i.e 1995-96 the railways earns about Rs 700 crore They are expecting it to go up this year i.e to 1996-97 to 1400 crore Electrification is a must because thousands of office goers or school goers are going to Calcutta or other place work with difficulties

Another point is about the gauge conversion between Shantipur to Navadwip which is hardly 30 kilometre and still it is hanging The doubling of line from Ranaghat to Lalgola is an old and long standing demand The new line is to be constructed from Krishnagar to Karimpur

This is also very old demand of the people of the area There should be a halt station in my constituency between Chakda and Pairadanga The Chakda station is very much overcrowded that people especially ladies cannot even get down from the train So it is essential that between Pairadanga and Chakda a halt station is provided for I propose that a halt station at Gugia Village I request the Railway Minister to look into this matter

Passenger amenities are very much essential Stations are remain very filthy and dirty Nobody is there to clean them or to look after them Another problem is that of howkers The previous speaker also

just mentioned that these hawkers are to be given some licences Otherwise you cannot check them Day by day they are increasing

West Bengal is now a highly populated State The density of population is 676 per square kilometre So the problem of unemployment is getting more and more Over the railway land a number of encroachment are coming up I request this land should be given in the form of lease to unemployed youth and these will form of cooperatives so that they can go in for some business or some type of cooperative activities

The suburban railways are so congested that sometimes they are travelling with so difficulties like animals in the cage So it is very much essential to develop and increase the frequency of suburban trains The present double lines made into four lines I also propose that in Andaman area where there is no railways toy trains as in the case of Darjeeling should be introduced in Port Blair

With these words I conclude my speech

[Translation]

SHRI ASHOK PRADHAN (Khurja) Mr Chairman I am grateful to you for giving me an opportunity to speak It is my maiden speech I have come prepared with a long speech but keeping in mind the constraint and the bell you are expected to ring I would try to finish in 5-7 minutes Sir I would like to know from the hon'ble Railway Minister the number of category I II III and IV reserve posts which have been lying vacant since the adoption of the constitution and how many of them have been filled as also the number of vacancies treated unreserved and filled from general category candidates because when he was in the opposition he used to demand completion of quota reserved for scheduled castes and Scheduled tribes

I would like to make a suggestion As an hon'ble Member has suggested earlier the surplus land with the railway department should be allotted to landless poor farmers or Dalits on lease basis or on an agreement basis This will remove their poverty increase their income and the land will remain safe The budget does not give guarantee that the fares will not be increased in the future by bringing an interim Budget

I would like to conclude after highlighting some of the problems of my Parliamentary constituency The major part of my constituency Khurja is covered by the main Delhi-Howrah track of Northern Railway No Express train comes to Delhi from Khurja Junction via my district headquarters as a result of which the people of this district are greatly inconvenienced I would therefore request to introduce an Express train between Delhi and Khurja junction which should start in the morning from Khurja and in the evening from Delhi via

Bulandshahar. This demand has been outstanding for the last 50 years and the former Railway Minister had given assurances in this regard.

There is no direct train from Bulandshahar, the district headquarters of Khurja to the State Capital Lucknow. This train is necessary in public interest. I would suggest that two more bogies and one A.C. sleeper and one general sleeper should be attached to the Sangam Express at Bulandshahar station which can be attached to some other train at Kanpur for Lucknow. This arrangement existed earlier but has now been stopped.

The pottery articles of Khurja are famous all over the country. They are also exported to other countries. Bulandshahar is the largest producer of milk and most of the milk is supplied to Delhi but adequate facility is not available for the movement of milk, fruit, vegetable etc. 70 percent of milk supply of Delhi comes from my Constituency because lakhs of people are engaged in dairy farming and most of them are poor farmers. I would therefore request that 2 or 3 shuttle trains should be run immediately between Khurja junction and Delhi to facilitate supply of milk to Delhi.

There is no booking office at Kanpur railway station which lies in between Delhi Junction and Khurja Junction as a result of which daily commuters face a considerable difficulty. There is also no official accommodation for railway workers at station. I would request that a railway booking office should be opened at Khanpur railway station. This will augment the railway revenue.

Dankur and Chola are also important stations of my area from where about 20,000 commuters travel daily. These stations do not have retiring rooms, toilets etc. and the platforms are without sheds. I would request the railway administration to provide these facilities immediately for the convenience of railway commuters.

A stoppage should be provided at Khurja junction for the Gomti Express which runs between Delhi and Lucknow. This train does not stop at any place in Bulandshahar. The distance between Gankor station and Bair station is 20 kms and I request that a station should be sanctioned in between these two stations because thousands of passengers from the villages around this place come to Delhi and face great inconvenience.

The Khurja Junction is under the administrative jurisdiction of the Allahabad division while it is nearest to the Moradabad division. As a result, great difficulty is experienced in contacting the administrative officers. I would therefore suggest that Khurja Junction should be placed under Moradabad division.

Noida is a very important industrial area of Uttar Pradesh having thousands of industrial units. It is very

important to link it with the railway network. I demand Noida industrial area should be provided a railway line because several Indian and foreign companies are located there and lakhs of people go to Delhi and Bulandshahar from there. No railway facilities exist there so far. I would request that the Noida and Greater Noida should be covered under the proposed Delhi Rapid Transport System. I would also request restoration of Delhi-Ghaziabad-Dadri-Dankaur-Khurja City - Bulandshahar-Hapur and New Delhi Passenger train which used to operate earlier because in its absence, the daily commuters are being greatly inconvenienced. I would request that for the convenience of passengers going to Haryana, a train should be operated between Meerut and Palwal via Khurja and Zevar. This will benefit the people of Zevar also. I would request the hon'ble Minister to take note of my suggestions because I treat him as my elder brother and I have received great affection from him during the last 15-20 years. With these words, I conclude.

SHRI RAM KRIPAL YADAV (Patna) Mr Chairman, Sir, I want to make a Submission to the House through you and also to you. Many hon'ble Members are sitting here who are very learned. We are having a marathon discussion. I don't know whether it will last for two days, three days or four days. It is my experience. I was a Member of the 10th Lok Sabha. I had made a long speech on the Railway Budget during the night. (Interruptions) I am making a good submission.

MR CHAIRMAN If you take five minutes, it will reduce the time allotted to one of your Members.

SHRI RAM KRIPAL YADAV I am making a good suggestion. The end result was that my speech was recorded and the benefit was that my speech was printed and I made use of it during the elections. Here, 200-300 Members are making suggestions. If the railway department tries to implement them then it will involve thousands of crores of rupees which no Government can mobilise. We send delegations to foreign countries and there are many countries which have Parliamentary system of Government. (Interruptions)

[English]

SHRI BANWARI LAL PUROHIT (Nagpur) We know everything. We are mature enough.

[Translation]

SHRI RAM KRIPAL YADAV I will take one minute. I will not take your time. My suggestion will appeal you.

MR CHAIRMAN What do you want to say?

SHRI BANWARI LAL PUROHIT There is no need to give us sermons. This is the decision of the House. Please do not waste time.

SHRI RAM KRIPAL YADAV I am not giving sermons I can make only a submission (*Interruptions*) Please listen to me Am I not free to express my sentiments? I am not making any speech Please listen to me You will relish it

SHRI BANWARI LAL PUROHIT We are much senior to you (*Interruptions*) Please do not waste time

SHRI RAM KRIPAL YADAV What I want to submit is that the U S Senate and the House of Commons of England have a system where whatever suggestions are to be made by the honble Members about the problems of their constituency are given in writing and these suggestions are fully recorded and necessary action is taken thereon Honble George Sahib is sitting He has also seen He has gone abroad in many delegations Would it not be better to adopt the system prevailing in the USA and England?

SHRI RAJENDRA AGNIHOTRI (Jhansi) He can send his suggestions to the honble Finance Minister and honble Prime Minister (*Interruptions*)

SHRI QAMARUL ISLAM (Gulbarga) It is a good suggestion for the future This should be considered

[*English*]

MR CHAIRMAN The hon Minister of Parliamentary Affairs may take a note of it Then let them decide about it You please take to the Rules Committee

SHRI VM SUDHEERAN Sir I would like to support the hon Railway Minister in his endeavour for getting more budgetary support from the Finance Minister It is needless to say that Railways require more resources for development

The explanatory memorandum on the Railway Budget clearly shows that in 1994 95 out of the total expenditure only 11 per cent and one per cent are earmarked for capital fund and development fund respectively Everybody knows that unless the provision for development works are enlarged to the tune of time and need the pace of progress will definitely be hampered And it will upset the expectations of the people and country's development That is why I offered my support to the Minister in his effort to get more budgetary support from the Finance Minister I am glad that there is a general agreement among Members in this regard

The Annual Plan outlay for 1996-97 has been fixed at Rs 8130 crore When taking into account the rate of inflation in actual and practical terms the current year's plan outlay has come down from the previous year So I strongly urge upon the Government to refix the Plan outlay at Rs 10 000 crore Considering the inadequacy of the present budgetary support of Rs 1269 crore it

has to be increased to at least Rs 3139 crore Hon Finance Minister need not hesitate in increasing the budgetary support because the amount being provided for this purpose will be productive in real terms

While taking up new projects and introducing new trains the hon Minister should do justice to all But unfortunately I am sorry to say that Kerala was neglected in the Budget speech That is why it resulted in the strong protest from MPs of Kerala But we are pleased that responding properly to our sentiments the Minister convened a meeting of MPs from Kerala in which he tried to assuage our feelings with some specific assurance of enhancing the provision for doubling the Mangalore-Shornur line and Quilon Trivandrum line This assurance as well as the promise made regarding the introduction of new train to Delhi and Bombay after the commissioning of Konkan lines are worth welcoming Though I consider this as a healthy and positive step by the Minister much more have to be done to give justice to Kerala

I will be failing in my responsibility if I do not invite the attention of the Minister to some of the much needed demands of importance At least in the interest of national integration the railway services have to be fairly distributed I am sorry to point out that Kerala has not received due share in the matter of railways 10.5 kilometres for one lakh people is the national average but in Kerala it is only 3.5 kilometres This explains the backwardness of a State which is very much contributing to the national exchequer

Investment in railway development in Kerala is not only a question of natural justice but also of great commercial wisdom Every paise that is invested in Kerala will bring forth several folds of returns in terms of passenger tickets and freight charges

Kerala is a State where the people are always on the move not just within the State but far and wide Keralites are spread all over the country The proposal for enhancing the fare for long distance travel and freight will hit Kerala more harshly So I request the Minister to withdraw this proposal rationally

The coaches that we have in Kerala are dilapidated and to be condemned So urgent steps are to be taken for replacing those old coaches Please remember that 70 per cent of coaches in Kerala are older than 20 25 years

People are accursed with late running of trains especially long distance trains We have Guwahati Express which sometimes comes 24 hours late Therefore the Railway authorities have to take urgent steps in this matter in mind It has to be done very promptly and urgent steps have to be taken

The hon Minister of Railways has created new zones I strongly feel that Kerala has a genuine case for

being the Headquarters of a new South-West railway zone. I request the hon. Minister to take urgent steps in this regard.

A coach factory which was earmarked for Kerala was shifted from there. For quite a number of years Kerala has been experiencing a raw deal as far as Railways are concerned. I have already submitted a memorandum to the hon. Minister of Railways regarding comprehensive development of the coastal line between Ernakulam Junction and Kayamkulam via Alleppey. Apart from the doubling plans already taken up and assured, I request the hon. Minister to take immediate steps for the doubling of Ernakulam-Kayamkulam via Alleppey and Kottayam. This will herald a new welcome phase in solving the difficulties of the public in these thickly populated areas. Regarding introduction of new trains, I have the following requests :

1. Introduction of a new Mangalore-Alleppey-Trivandrum train.
2. Introduction of a new inter-city Express which runs in the opposite direction to the existing service.
3. Extension of the present Cannanore-Ernakulam Executive Express to Kayamkulam via Alleppey
4. Conversion of the weekly Trivandrum-Mumbai and Quilon-Bangalore express to daily service

Regarding the Development of Alleppey Railway Station the following Points have to be taken into consideration

- Laying of two additional running rail roads and a sick line
- Construction of additional platform, extension of the first and second platform roofing
- Further increase of the existing staff strength both electrical and mechanical
- Introduction of computerised ticketing system
- Allotment of sufficient wagons for goods transportation
- Setting up of a health unit
- Construction of an overbridge above the north-end level-crossing gate

I am glad that Railways has initiated some steps to introduce computerised ticketing. In addition to the points already mentioned, the following points of importance have to be taken into consideration.

1. Crossing facility be introduced at Thakazhi Avoor, Kalavoor stations to after making these fullfledged stations

2. Elevation of the low level platforms at Kumbalam, Thuravoor, Chethala, Mavoor, Kayamkulam, Ambalapuzha, and Harpad.
3. Construction of a goods shed at Chethala.
4. Immediate Completion of Ambalapuzha rail-overbridge.
5. Development of Thunpoly railway halt into a fullfledged station renaming it as Alleppey North Station.
6. Development of Kayamkulam railway station into a railway junction.
7. Conversion of the 58 unmanned gates between Kayamkulam and Ernakulam into manned gates

In the recent tragedy that occurred at Cheppaud, 36 people had died. I request the hon. Minister to take immediate steps to convert all the unmanned gates into manned ones. I am informed that ten gates are going to be converted manned, and 16 are going to closed. The people in that area are very much protesting against it. My request to hon. Minister is to give sufficient fund and other facilities to have more unmanned gates converted into manned ones.

I am sorry to say that Railways have not paid sufficient compensation to the victims of the Cheppaud rail tragedy. I request the hon. Minister to change the existing policy and rules so that the victims as well as the injured are reasonably compensated

[Translation]

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Sir, I congratulate the hon'ble Railway Minister Shri Paswanji for giving a very good Railway Budget Speech. Some portions of his speech have touched my heart. He has said that the railway tracks are not built in backward areas because they are not considered viable and as a result of which they are deprived of industrialisation and economic progress. Unless the railway network is extended to these places we cannot hope of industrialisation and of prosperity. I welcome the proposals he has included for North-East region of the country but I would like to draw his attention to the injustice done to us. A proposal for Jalana-Khamgaon railway line in Buldhana area of Maharashtra which I represent has been pending for the last 20 years, although economic and technical survey had already been conducted but the same has not been incorporated in the current Railway Budget. The economic and technical survey is lying with the Railway Board since 1995 but nothing has been done. I don't know how this has been overlooked.

I have been listening the showers of praises being sprinkled on the hon'ble Minister since day before

yesterday, and I am in agreement with them. He is an extraordinary person. But I would like to say that my area is neglected. It has no industry, no railway project, no transport facility, no irrigation facility. This is resulting in increased unemployment. If a railway line is provided it will feed seven districts of Marathwada and nine districts of Vidarbha region. This railway line will have a Length of 155 Km. 16 districts will be benefited.

This will also connect the Central Railway and South-Central Railway. This passes through our Buldhana district. It will invite industrialists to set up industries. It will provide transport facility to the people of 16 districts. But I am sorry this important section of railway line is not being included in the Railway Budget.

SHRI RAM VILAS PASWAN : What are the names of the places between which it has to be constructed?

SHRI ANANDRAO VITHOBA ADSUL : Jalana-Khamgaon. It connects South-Central Railway and Central Railway. The central rail line goes from Mumbai to Howrah via Nagpur. While South-Central railway line goes along the border of Marathwada. If these lines are constructed it will benefit my Constituency and remove unemployment.

Second, the Samadhi of Gajanan Maharaja is located at Shegov. This is visited daily atleast by 16 000 people from various parts of the country and if Gitanjali Express which goes to Nagpur is provided a stoppage here, it will give great relief to the passengers. Although it is a superfast train and it stops at Akola after streaming in from Bhusaval but the distance between Akola and Shegov is 40 kilometres so a stoppage should be provided at Shegov. I would request the hon'ble Minister to look into these suggestions.

[Translation]

***SHRI D.S.A. SIVAPRAKASAM (Tirunelveli) :** Hon. Chairman, Sir, my Constituency in the southern part of the country consists of Nellore, Kattabomman and V.O. Chidambaram districts which have a significant place in the history of freedom struggle of this country. Our area is industrially backward and hence hundreds of people migrate to Mumbai and Delhi and almost all the places of India. Most of them work in almost all the major towns of India. Port city of Tuticorin which is growing day by day is a major town in my constituency. Tiruchendur, the famous shrine of Lord Murugan attracts thousands of pilgrims from all over the country and it is another major town in my constituency. Lakhs of people throng the place for the annual festivals there. Despite that the headquarters of my constituency Tirunelveli does not have a direct railway link to the major towns of India like Mumbai, Delhi, Calcutta and holy shrines like Varanasi. Either Tirunelveli or Tuticorin should be

given a direct link with these cities. So far the reply given was seeking umbrage under the fact that there existed only metre gauge line. Now after the gauge conversion, Tirunelveli has been given a railway line connection upto Madurai in the North and Nagercoil in the South. But still people here continue to face the hardship without being given a direct rail connection to the major cities of India. In the meantime, Tirunelveli-Tiruchendur, Tirunelveli-Shencottah railway lines should also be converted to broad gauge lines. Tirunelveli railway junction does not have broad gauge rack maintenance facility and hence the need to have a pitline continues to remain a dream. This comes in the way of originating any train from Tirunelveli. About 80% of people make use of Tirunelveli junction to board and alight from the trains. In order to facilitate the running of trains both from and to Tirunelveli, a pitline should be laid there immediately and I request Hon. Railway Minister to look into this long felt need. I also request you to consider shifting the originating point of Madurai-Bangalore Express train to either Tirunelveli or Tuticorin. This would facilitate my constituency to have a direct connection to Bangalore and beyond. Presently if we are to go to Madras, we have to take a round about route via Erode. If you could complete the Madurai-Dindigul-Madras gauge conversion which is progressing at a very very slow pace and if you could complete it at the earliest, you would have helped the people from the deep south to save lot of time and money in their journey to Madras and beyond. You may release the needed funds to quicken the pace of this gauge conversion. I am sorry to point out that this project has not been completed even after 17 years ever after it started at a slow pace. Kanyakumari-Tirunelveli broad gauge railway link via Nagercoil was completed in 1980. At that time the railway workers of the area along with the veteran freedom fighter and Congress leader late Shri K.T. Kosalram and public representatives like me went on an agitation with the mass support demanding the Railway authorities to bring under the Madurai division the administration of Kumari-Nellore Section of the railway line. The agitation went on for about 90 days and we resorted to Satyagraha and fasting. At one point of time all the trains were stopped continuously for 8 days from leaving and reaching Tirunelveli.

To contain this public upsurge, the then Union Minister of Railways, Shri Kamalapati Tripathi had sent as his envoy the then Minister of State for Railways, Shri C.K. Jaffer Sharief to hold talks with the then Leader of the Opposition and the present Chief Minister of Tamil Nadu, Dr. Kalaignar Karunanidhi. The Union Railway Minister's envoy succeeded in convincing our leader to request us to withdraw our agitation. An assurance was given then that the Kanyakumari-Tirunelveli section would be taken off from Thiruvananthapuram Division and would be put under

* Translation of the speech originally delivered in Tamil

Madurai Division once Tirunelveli-Madurai broad gauge railway line work was completed. In this regard mentioning this assurance, a letter was sent to me, the then M.P. of Tirunelveli, by the then Union Railway Minister. I am pained to note that the Railway authorities have not taken any action so far to implement the promise by their Minister. I request our Railway Minister Shri Ramvilas Paswan to call for those files and issue suitable instructions to meet this long felt demand of the public in my constituency.

I would like to bring to the notice of the Hon. Railway Minister the sorry plight of the Group "C" and "D" employees who are meted out with a discriminatory treatment after their retirement. While in service, both "C" and "D" grade employees get three "P" passes in a year. But on retirement "C" grade employees get only two whereas "D" grade employees get just one "P" pass. This is patently discriminatory. I request the Railway Minister to look into this and remove this discrimination. Likewise, retired employees from the higher grades get first class passes and if they are to travel alone, they are permitted to take an attendant not in the first class but in a second class coach. The purpose of permitting an attendant with such a senior citizen is not served if he is not permitted to travel along with the retired official. So, companion passes should be provided to such retired employees. They are aged and lonely and most of the times meek and sickly and such senior citizens. Railways' own employees of the past should be given this facility of taking companions along with them when they visit either their children or their home towns. The facility as provided now to the freedom fighters should be provided to the retired railway employees also.

Lastly, I would like to draw your attention to the public demand from the people of Tuticorin, the port city and an ever growing town. The Tuticorin Railway Station which is found in the middle of the town needs to be shifted away to Meelavittan, the next Railway Station situated 2 kilometers away from that place. At a time when people oppose the closing down of Railway Stations, I come with a different kind of request to close down and shift Tuticorin Railway Station because three Railway crossings found inside the town cause heavy traffic hold up. Once you shift the station to Meelavittan (which in Tamil means Redeemer), you will be considered the Redeemer of the local people from the hardships they face everyday due to heavy traffic congestion near the Station area. The Chamber of Commerce there and the District Development Council have passed unanimous resolutions in this regard and have sent this request to the Government in the Railways.

Finally, I would like to point out the dilapidated condition in which Alleppy-Bokaro Steel City Express is

run through my constituency. I have travelled a number of times in this long distance train which wanting in many respects. I would say that this is the most dirtiest and the slowest train that could ever run in India. The coaches are never cleaned and the toilets are stinking without adequate water supply. Drinking water and pantry car facilities are not there. This train passes through six or seven States and this should no longer be run like a no man's train. I would request the Railway Minister to improve the passenger amenities in this train and you may also include an AC coach in this long distance train.

With this, I conclude my speech once again reiterating my support to this Railway Budget.

SHRI SUDHIR GIRI (Contai) : Mr. Chairman, Sir, I rise to support the Budget because this Budget is pro-people. While supporting the Budget, I congratulate the hon. Minister on his adopting the exception steps in preparing and presenting the Budget.

He visited different parts of the country. He met all the MPs of different States on different days. All this he had done only to acquaint himself with the real problems of the States and the people. This is an exception thing in the sense that no other Minister had done such things previously.

Sir, in preparing the Budget, he has indicated some distinct principles. He considered backward people's areas as the areas for the development and connection by the Railways. The remote rural areas have been proposed to be connected with the Railways especially the Eastern and North-Eastern parts of the country have been taken into special consideration for the development by way of railway connection.

03.00 hrs.

In this connection, I propose that rural and urban areas should be treated on an equal footing. There should not be any discretion in favour of the urban areas in spite of the demands.

There is stiff competition between the rail transport and the road transport. Obnoxious nexus exists between the railway officials and the private road transport owners. Such obnoxious nexus should be demolished in toto.

Sir, because of the time constraint, I would not dwell deep into other matters of the Budget. I would only draw the attention of the hon. Railway Minister to a particular demand, which I have been making for a long time. The Tamluk-Digha rail line construction is an on-going project. It was estimated to cost Rs. 73,71,26,000. In this project, outlay has already been made to the extent of Rs. 27,84,77,000 so far. The present Budget proposes for an outlay of Rs. one crore only. This is like a drop of dew in the vast ocean.

The Tamul-Digha rail line project was conceived of long long years back. There is a strong potentiality of heavy goods traffic on this line. Coconut, cashew nut, fish - both fresh and dry, salt, betel leaves, baskets, banana, other fresh vegetables and building materials constitute the main business items which are the ingredients of goods traffic. Moreover, Digha is a beautiful sea resort. Thousands and thousands of tourists visit Digha every day. There is a Shiva temple at Chandaneswar in Orissa adjoining Digha, for which hundreds and hundreds of pilgrims travel by buses. The bus stops are filled with local passengers and pilgrims. From the stand point of passenger traffic, the Tamul-Digha project will be of high viability. So, the more the construction work is delayed, the more the cost escalation due to inflationary pressure. Hence, the on-going Tamul-Digha railway project deserves completion urgently.

In this background after the U.F. Government had come into existence, I met the hon. Railway Minister, Shri Ram Vilas Paswanji on many occasions. Shri Ram Vilas Paswan also convened a meeting of the West Bengal Members of Parliament on his own. On all these occasions, he had also been kind enough to listen to us patiently. He also arranged a meeting between me and the former Railway Board Chairman and other officials in this regard.

I have pointed out to them the eagerness and the anxieties of the local people and the tourists as regards the completion of the construction of this railway project at an early date. I have also conveyed to them the state of restlessness of the local people because of the delay in the construction. However, after hearing me, the hon. Minister assured me of increasing the Budget allocation to the extent of Rs 3 crore. He had also expressed sympathy and said that if the construction work needs money more than Rs 3 crore to reach the target fixed for this current financial year, he will not lag behind. I am grateful to Shri Ram Vilasji for such response.

I sincerely hope that Shri Ram Vilasji will fulfil the earnest desire of the remote area people of Digha.

[Translation]

SHRI CHUN CHUN PRASAD YADAV (Bhagalpur)
Mr. Chairman, Sir, I welcome the Railway Budget for 1996-97 and congratulate the hon.ble Railway Minister for presenting a Budget which represents the hopes and aspirations of the people. It is a balanced Budget. The second class fare has not been increased and the daily consumer goods have also been exempted from freight hike. But while giving relief to the commuters of second class I would like that the general bogies in the trains should be increased to provide relief to the poor. It is generally seen that long distance trains do not

have more than 2 or 3 second class bogies as a result the poor people face difficulty in making convenient journeys. This difficulty is evident particularly in respect of Labour class passengers who migrate to Punjab, Delhi, Haryana etc. and are forced to travel on train roofs for want of adequate space in the bogies while paying full fare. This sometimes results in accidents. They fall from the roofs and are killed. So, there is need to increase the second class general bogies in every train.

Sir, the Budget says that 54693 Kilometerage rail track was constructed between 1853 and 1947 and 8000 kilometerage rail track was added after 1947 which is very insignificant. During the 100 year rule of the Britishers 54693 kilometerage rail track was laid while the independent India could construct only 8000 kilometerage track. The question of lower Budgetary allocation by the Planning Commission has been discussed in the Budget. The budgetary support has been reduced. The railways play an important role in the national development and maintaining unity and integrity by the country. Therefore, the railways should be given maximum budgetary support and I think all the hon.ble Members will support me in this matter.

The Budget has been prepared keeping in mind the social justice and the backward tribal areas, the people of which have not even seen the trains not to speak of traveling by trains. Some hon.ble Members have said that this Budget is Bihar Budget which is not true. The hon.ble Minister had, before preparing the Budget invited us and I had given my suggestions orally and in writing demanding that a railway track should be laid between Bhagalpur and Jamalpur via Sahibganj-Godda in Central-East region of Bihar. The lines should be doubled. I had made many other suggestions but I am sorry to say that none of them have been incorporated in the Budget. I had expressed my doubts at that time saying that

Saki ne bhar Kar Jam diya Sab Ko bazm main
Sagar jo humne manga to seesa hila diya

I had demanded many things but nothing has been given. I am short of time so I will confine myself to my area only. The Bhagalpur Mandarhill train should be extended upto Deodhar which is a place of pilgrimage and known as Bajdyanath Dham. There is also need to connect Saharasa Madhepura pilgrimage etc with Deodhar where people come for offering Puja after collecting the Ganga water. This extension is necessary to connect this line with the main line which comes from Jassidih. A Bhagalpur Dhanbad train should also be introduced in the coming time. Connecting this line with Deodhar is beneficial from revenue point of view as also the convenience of the passengers.

I also demand construction of peerpanti-Godda via Mahgama rail track. The work of doubling the Kail-

Bhagalpur section has been going on for a long time and the work on Kail-Kajrah section is yet to be completed. This should be completed as early as possible. The Bhagalpur-Bhadarva line should be doubled. A train from Bhagalpur to Ranchi and vice-versa should be introduced. Similarly a Bhagalpur-Madras train should be introduced. A superfast train should be run between Bhagalpur and Delhi. The Rajdhani Express which operates between New Delhi and Guwahati and Guwahati to New Delhi should be operated twice a week via Bhagalpur. Stoppage for 4055 up and 4056 down Bhrmaputra mail should be provided at Peerpaint, Kahalgaon and Sultanganj stations. The Pantry car in Vikram Shila Magadh Express should be attached from Bhagalpur itself and the number of SL and general second class bogies should be increased. The train known as Upper India used to operate between Sealdah and Delhi during British rule which was later terminated at Mugal Sarai. I would request that this Upper India Express should be operated between Sealdah and Delhi as before. A railway division should be created for Bhagalpur. A road bridge is being constructed on the Ganga and Barari in Bhagalpur and I would demand that a railway bridge should be constructed over this bridge as was done at Mokama. The Vikramshila Express should be stopped at Akbar nagar station. It will give the railways additional revenue. A porters train should be introduced between Kahalgaon and Lalmatia.

With these words, I thank you and urge the hon'ble Minister to take appropriate action on the points made by me.

SHRI RAM TAHAL CHAUDHARY (Ranchi) : Mr Chairman, Sir, the hon'ble Railway Minister has given assurances during his Budget speech in this House that he would take measures for the development of backward regions by laying railway lines in these areas. It is now going to be early dawn, so I would straight away come to the problem of my area.

The hon'ble Minister had given a written assurance that a superfast or Rajdhani Express like train would be introduced between Ranchi and Delhi because the Ranchi-Pathankot train which goes via Delhi takes 36 hours to reach Delhi from Ranchi. Ranchi is a vananchal area and many Central establishments like CCL, HEC, SAIL etc. are located there. This area has been neglected from railway point of view.

There has been a long standing demand for connecting Ranchi Hazaribagh-Gaya by a railway line and the hon'ble Railway Minister is aware of it. This work should be done soon.

Chaibasa is a predominantly tribal area which has not been given a railway link, so a railway line should be provided between Chaibasa and Tata so as to

provide convenient travel to Calcutta and other places.

There has been a demand for the last 25-30 years for extending Ranchi-Lohargada line. If this line is extended upto Tohari, it will save 5-6 hours of Delhi bound passengers. The hon'ble Minister has said in his speech that this will be done soon but this should not be a more assurance. I hope he orders a survey and takes up the construction work.

The Ranchi-Chunar railway line is single line at many places. It should be doubled. A second A.C. bogie should be attached from Ranchi to Purshottam-Neelanchal Express. A railway divisional office should be opened at Ranchi as promised by him. A direct train between Ranchi and Mumbai should be provided with a second A.C. bogie.

Sir, the Ranchi railway station has only one railway reservation counter. A V.I.P. counter should also be provided there. The bogies attached to Bokaro-Madras train are in a very bad shape. There is no provision of drinking water. The hon'ble Minister has taken it seriously. I would like that catering and drinking water etc. should be provided in this train because the distance between Bokaro and Madras is very long. New bogies should be attached to this train.

The Khatia-Delhi-Pathankot train remains stationary at Dhanbad for 16 hours. It should be extended upto Ranchi. Train facilities should be provided from Ranchi to Tata. Chandil is an important place and the Tata-Patna Express should be given a stoppage at Chandil. The railway operation in Chandil-Muri section should be increased. The reservation quota should also be enhanced. The down Neelanchal Express should be provided a stoppage at Chandil and the reserve sleepers in down Chakradharpur should be increased. A shed should be provided over the newly constructed Chandil railway station.

He has said that he also travels by train. He must have travelled by Rajdhani Express to Mumbai or to Patna. But he would come to know the passengers' difficulty if he travels by Hatia-Pathankot train. So I would request that a fast train should be run between Delhi and Ranchi.

Sir, at many places the railway godowns are in a dilapidated condition and because of this the grains stored there get spoiled. These should be repaired. The local people should be given preference in appointments in the local offices of the railways. A ban should be imposed on the recruitment of the outsiders. The son of the soil policy should be adopted so as to provide employment to the poor, the dalits, the backwards and the tribals. With these words I thank the Minister and you Sir and conclude.

[English]

DR. C. SILVERA (Mizoram) : Mr. Chairman, Sir, I rise to support the Railway Budget of 1996-97. I would like to congratulate the hon. Minister of Railways for giving a very good Budget and I would like to associate myself with my colleagues from the North Eastern States in congratulating him, Sir, much has been said about the Budget and the problems in general. I would like to dwell on the problems of the North and the problems in general. I would like to dwell on the problems of the North Eastern States and particularly my State Mizoram, which is my constituency.

For the first time we have a Minister who is very much concerned about the North Eastern States, problems regarding railway system. I would like to quote one of the passages from his speech. I quote

This Government is fully aware of the infrastructural deficiencies which exist in the rail network in the North Eastern States. Even the State Capitals are not linked by rail. The difficult terrain in the region makes railway building very capital intensive and as Hon'ble Members are aware that there is acute constraint of resources. However, this Government has decided to accord top priority to the development of rail network in the North Eastern States.

Sir, this is the type of feelings and understanding that is appreciated by our youngsters. Our youngsters feel alienated and feel neglected. But when this type of feeling and understanding comes from the Central leadership, I think this will be a very big thing for the whole of the North Eastern States. I am very grateful to the hon. Minister for this.

Sir, as I said earlier, much has been said about the North Eastern States by my colleagues. I would not add further as there is constraint of time. I would like to come straight to the point of my State that is Mizoram, which is land-locked. Sir, there is a railway line from Badarpur-Lala Bazar to Bairabi, which is of 48 kilometres length.

But the actual rail line in Mizoram State is not even one kilometre. I had made a request to make a survey to extend this line beyond Bairabi to Sairang during the meeting of the North-Eastern MPs with the Ministry on 13th June. The same thing I would like to reiterate this time also. Bairabi is 86 kilometre from the Capital of Mizoram that is Aizawl and Sairang is 16 kilometre. There is no question of rail touching the capital of Mizoram because it is situated on the top of the hill. It is not possible to lay railway tracks there. The nearest possible station is Sairang only. About the rail line from Lalbazar to Bairabi, I have suggested that the line should be improved and converted into absolute modern systems with modern systems with modern signalling interlocking system, proper facilities for passengers as

well as goods should be provided and approach road should be improved. As I said earlier, the possibility of the line being extended to Sairang, as envisaged in the original survey, may be explored. Also since the Lumding-Silchur line is going to be converted into broad-gauge line, a survey could be made for a line from Silchur to Vairangte. It does not pass through the hilly areas. So I would like to request the Minister to make a survey from Silchur to Vairangte for broad-gauge line.

The other thing is about computerisation. More or less the North-Eastern States have been covered. Shillong and Assam have already been covered. According to the speech, Agartala, Kohima and Gangtok are going to be covered by this year, 1996-97. Hence only three States are left behind among the eight States of North-Eastern region. These are Aizol, Imphal and Itanagar. I am afraid that these capitals will not be reached by trains for a long time. I feel that these three State capitals, Aizol, Imphal and Itanagar, should be linked by computerised reservation centres. I will be very grateful if this could be done during the present financial year.

The last point that I want to make is that when new lines are laid or a survey is made in the North-Eastern States, I think we should go for the broad-gauge lines from the beginning itself because you are not going to make many rail lines in those States. If one line is laid that is going to be for once and all. There is no possibility of making a number of rail links because they all are hilly States. If survey is made for broad-gauge line, I think that will be more economical for the States, for the country and for the Ministry also. That will also not create any problem later on of conversion of narrow-gauge lines into broad-gauge lines. I think the Ministry should look into this matter. I must again congratulate the Minister for giving special attention to the North-Eastern States.

SHRI PS GADHAVI (Kutch) : Mr. Chairman, Sir, I rise to express my views on the Railway Budget.

Sir, the hon. Minister of Railways has expressed his concern for the North-Eastern States and Prof. Kamson also appreciated his concern. I would like to say that in the Western part of the country lies my constituency, Kutch, which should also be given some special attention. In his Budget speech, the hon. Minister of Railways had said that even after 50 years of Independence, there are many backward or underdeveloped regions in the country where the tribals and the economically weaker sections of the society live, who are not connected by rail.

Sir, Kutch is the second largest district in the whole country. It has a total area of about 47,000 kilometres, whereas only 250 kilometres of railway line exists in that area. In the whole State, Kutch, which is my

constituency, is the only district which is not having any rail connection. In the Kutch district, there is an abundant wealth of minerals such as bauxite, batonite, lignite, limestone etc. In my district, two or three big cement factories are coming up, and these may be one of the biggest cement factories in the West or in Asia. So, if this part is connected with a broad gauge line, it would help in the development of my constituency.

For the last 50 years, we are demanding the conversion of the metre gauge line from Gandhidhan to Bhuj to broad gauge. This year, no doubt, the hon. Minister of Railways has considered this long standing demand and he has made some provision in the Budget. I would submit to the hon. Minister of Railways, through you, Sir, that since the provision has been made. In this year's Budget, the work should be started this year itself. It covers a distance of 58 kilometres only and the cost also is not much; it costs Rs.26 crore only.

Sir, in Bhuj, a new railway station has been opened and the old railway station land is lying idle, unattended to by the railway authorities. Nearly 100 acres of land is there and it will fetch not less than Rs.50 crore at the market price. But the railway authorities are not paying any attention to it and as a result illegal encroachment is taking place. If this land is commercially used, then the railways would be able to fetch this much amount.

Sir, I would like to say a few things about my constituency. Many people belonging to Kutch district are staying in Mumbai, Calcutta and in other parts of the country. But there is only one train connecting Gandhidham and Mumbai. Our long standing demand is that there should be another train from Gandhidham to Mumbai. The present train goes up to the Mumbai Central station. Our demand is that it should go up to Kurla so that those people who are staying in the Central part or in the eastern parts of Mumbai could avail this facility.

Sir, the Kutch district is on the border near to Pakistan. We had faced two wars - in 1965 and in 1971 for want of this rail facility and road facility, our defence personnel have been facing a lot of difficulties. There is one Air Force base in Naliya and that also requires to be connected with a broad gauge line. The survey work on this Bhuj-Naliya line has been included in this year's Budget. I very humbly request the hon. Minister of Railways to ensure that this work should start as early as possible, keeping in view not only the interests of my constituency but also that of the Air Force, the BSF and the military. If you do not take care of this part, then I may warn the hon. Minister of Railways, through you, Sir, that this will become a second Kashmir.

Again it will be a problem for the whole nation if this part is not taken proper care. Infiltration is going on.

The defence personnel in Kutch are facing difficulties in travelling in North India. There is no direct connection to Delhi. I am told that our MG line is going to be closed in November.

When this line is closed for the purpose of conversion from Palampur to Delhi, some extra coaches are required to be added in Baroda-Gandhidham inter-city and from then onwards, it will connect Delhi.

In Kutch we have got surplus funds in the banks. As mentioned by Shri Sanat Mehta, the surplus funds which are with the banks in Kutch can be invested in railway bonds.

The work of conversion of metre gauge line into broad gauge should be started and completed as early as possible of Bhuj Gandhidham Railway line of 58 kms.

[Translation]

SHRI ANIL KUMAR YADAV (Khagaria) : Mr Chairman, Sir, I rise to support the Railway Budget. This Budget gives relief to farmers and labourers. I congratulate the hon'ble Railway Minister for presenting such a good Budget. He has and will have a special feeling for our Khagaria area but there are some more demands and problems which have not been dealt with in this Budget. I hope he will listen to our problems and resolve them. I demand that a Railway hospital should be built in Khagaria. The facilities that should be available at Khagaria railway station which earns a revenue of Rs. 1 lakh per day, are not available to the railway commuters. I would request him to convert the Khagaria station into a model station.

There is also a MaheshKhut station which receives heavy traffic of traders, weavers and workers but no Express trains stop at this station. I would request the hon'ble Minister to provide the stoppage of Mahananda Express at MaheshKhut Station so that the weavers, poor labourers and farmers get facility of going to and coming from other places.

There is no waiting room at Naughatia for the last eighteen years. A second class waiting room was there eighteen years ago but it has been taken over by the GRP jawans and officers. The banana traders come and go from this place. Corn is cultivated there in large area so a retiring room is necessary there for the convenience of these traders. The Lucknow-Barouni Express - 5203-5204 up, down should be extended upto Katihar because this used to terminate at Katihar earlier. A special train should be operated from Katihar to Ranchi via Barouni-Dhanbad-Ranchi. The Naugarh-Gopalpur, Divpur-Bhagalpur-Mandarhill line of Naugochia division should be extended upto Deodhar. This lies in two Assembly constituencies of Bhagalpur district.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : Mr. Chairman, Sir, I rise to support this Budget and congratulate the hon'ble Railway Minister. Our railway network is the biggest enterprise which helps the country in its developmet and ensures peoples' welfare. The Budget provides for extending appropriate facilities to the railway commuters. There is no increase in second class fare and in the rate of monthly season ticket meant for daily commuters. The freight charges in respect of food grains have also not been increased. I am thankful to the hon'ble Minister that he has taken a decision to fill the vacancies meant for SC, ST and backward classes in general category posts. The proposal to recruit 750 women constables in RPF is a welcome measure. I also welcome the proposal to man the unmanned railway crossings. The catering service does not function properly at the railway stations under private contractors. Two to three hours stale meals and tea are served there. This need improvement.

I demand that a mike system should be provided in the Mumbai Suburban railway so that announcements can be made about the approaching stations. I thank him for announcing various schemes for North-East region, hill areas but in my Nandurbar Constituency. We have Surat-Bhusaval railway line and there is also adjoining tribal area of Madhya Pradesh. The railway line was constructed before independence and 9 up and 9 down as well as 15-20 goods tains operate on this line. Not only this, passengers of South India, Gujarat and Maharashtra travel by this train.

03.45 hrs.

(Shrimati Geeta Mukherjee *in the Chair*)

It is a single track and comuters are greatly inconvenienced. This line should be doubled. In this connection I have staged dharna at gate No. 1 of Parliament House on 24.7.96 and three other Members of Parliament met the Railway Minister. The local people had been demanding for the last 15 years that this track should be doubled. I also demand that this Surat-Bhusaval tack should be electrified. A second platform should also be constructed at Nagpur on Surat-Bhusaval line. A second shed should also be constructed. The Ahmedabad-Howrah Express crosses this line and in the absence of a platform the commuters have to board and alight the train from the rails. The Nandurbar-Mumbai bogie is attached to Bhusaval-Surat 76 up and then the bogie is attached to passenger train for Viranmgaon from Surat. The commuters rush cannot be cleared by one passenger bogie. Therefore, an additional bogie should be given which should be divided into half first class and half general bogie.

I also demand operation of a fast train between Nandurbar and Mumbai via Surat. Mumbai is the capital of Maharashtra and people are required to visit Mumbai for official work. The survey work on Dhule-Nardhana

new railway track has been completed but no provision has been included in this Budget for this line. I demand that some provision should be included in this Budget for this project. Similarly, survey of Manmad-Malegaon-Dhule new railway track has been completed and I demand that provision should be included in the new Budget for this line. With these words, I conclude.

SHRI SAMIK LAHIRI (Diamond Harbour) : Madam, I would not take much time and simply put forth the demand which is being raised in this Parliament even before I was brone. The demand is extension of Laxmikantpur-Namkhana line of Sundarban region. The extension work is progressing at a snails pace and I demand that the pace of construction work should be accelerated. This line should link Buzbuz and Nam Khana because the Central Export Processing Zone is located in this area. The Export processing zone and Free Trade Zone Growth will be benefited if this railway link is provided.

The people have been making these demands even before my birth. I demand that atleast a survey should be conducted for constructing a railway line between Buzbuz and Namkhana. He can take care of rest in the next Budget.

SHRI SATYA PAL JAIN (Chandigarh) : Madam Chairperson, it is going to be 4 O'clock now and I will not make a speech but putforth some points before you. The hon'ble Railway Minister has given something for every state but nothing new has been included so far as Chandigarh is concerned. He should do some such things for Chandigarh as he may fit and announce the same during his reply.

Madam, Chandigarh is the capital of two States and Chandigarh is also a gateway for certain parts of Himachal Pradesh. I would request that Chandigarh should be made a terminal point. An island platform should also be constructed there. 4-5 washing lines should be provided and arrangements be made for stationing the trains. Some terminal points should also be provided towards Panchkula to facilitate convenient movement of trams bound for Haryana. I hope he will consider this demand.

The success of a battle lies on the efficiency of the soldiers and our soldiers are railway employees. I would like to make a humble submission about the railway employees. A 60:40 ratio was accepted for direct recruit and promotee officers but it is seen that this ratio is not being adhered to. I have been told that about 2.25 thousand workers are working on adhoc basis. Promotion and increment are two important stages in the official life of an employee. If timely promotion is not given and timely increment is not granted than we cannot extract the best out of the employee. I would demand that adhocism should be stopped and the ratio fixed for direct appointees and promotees should be

scrupulously adhered to so as to create a sense of dedication and work culture among the employees.

Madam, I want to make a proposal. The Khalsa Panth was propounded in 1699 by Guru Gobind Singh who was born at Patna at Anandpur Sahib to Sikh community is celebrating the 300th Anniversary in 1999 throughout the World. I would therefore request the hon'ble Railway Minister to start a new train between Patna and Anandpur Sahib via Chandigarh. It will be a small tribute to the great Gurus and the sacrifices they made for the country. I would like to make some submissions about trains requirements in Chandigarh. The Oonchaar Express has its terminal at Ambala Cantt. I would request this should be extended upto Chandigarh because lakhs of labourers come to Punjab from Uttar Pradesh, Rajasthan, Bihar and South India. We have a labour colony in Chandigarh. If this train is extended, these labourers will get the facility of boarding the train at Chandigarh. Only yesterday, a mention of Shane-Punjab was made. Sarhind-Fatehgarh is a place where Hindus, Muslims and Sikhs each have one place for worship. The children of Guru Gobind Singh were buried there, the Muslims have Roja-Sharif there and Hindus and Jains also have temples there. I would request that one or two superfast trains should be halted there for one or two minutes so that the pilgrims and tourists coming from far and wide are able to get down and stay at this place. I hope, he will provide this halt at Sarhind Fatehgarh. There is wide talks of modern signalling systems these days and I would request the hon'ble Railway Minister to examine the feasibility of introducing this system in our country also.

Madam, after the Ferozabad accident a provision of Rs.276 crore was included in the last year's Budget to check such accidents but this provision has been reduced to Rs 28 crore this time. God forbid, if a railway accident occurs hundreds of passengers are killed. I do not know why this amount has been slashed. Whether the last year provision remained unutilised or there are some other factors but all possible measures should be taken to prevent accidents. Some provisions have been made for gauge conversion but in this connection, the latest technical requirements should be met. Sometimes projects are implemented without going into details and the hurry results in the development of defects after one or two years. I would therefore, exhort him to keep technical requirements in mind.

I am told and I am surprised to know - I would like the hon'ble Minister to verify this - that the railways who lifts the maximum cargo of the country, has decided to hand over the goods movement requirements of the railways to the surface transport. I do not know how much more money the railways will have to spend on this. I want this speculation to be confirmed. If it is true then in my opinion, it is most unfortunate. If the railways

which move the goods of entire country engage trucks for movements of goods, then I think it will cause loss to the railways. The Minister must check up this. The freight has also been hiked. In this connection, I would say that if the speed of goods train is increased by 5-10 kms per hour, the railway will not be required to increase freights. They can meet the deficit with the existing infrastructure.

I will make two more points and conclude. Madam, the electrification work upto Ambala has been completed and only 50 km Ambala-Chandigarh section remains to be electrified. This section should be electrified and new trains should be started from Chandigarh from South India, Bihar and U.P. because we have more than 2.5 lakh labourers in Chandigarh who come from South India, Tamil Nadu, Kerala, Rajasthan and Bihar. Lastly, I would like to make a point about Ludhiana-Chandigarh railway line.

Chandigarh is the capital of Punjab but it has no rail link with Ludhiana and Punjab even now. Sometimes back, the Chandigarh-Ludhiana railway track was surveyed but I don't know the reasons why this job was not completed. I would request him to provide a direct rail link between Ludhiana and Chandigarh, the direct link should be via Mohali, Kharar and Morinda. The rail link proposed to be provided through Rajpura is welcome but there is need for a direct Ludhiana-Chandigarh rail link and that should be via Kharar-Mohali-Morinda and Samrala. This route will be shorter also and will involve less time. If it is constructed via Rajpura, then the travelling time would be more and the benefit would not be commensurate. He can provide Chandigarh-Amritsar link via Rajpura. This will reduce the pressure on surface transport. With these words I thank you and both the Ministers for listening me patiently.

[English]

SHRI SURESH KODIKUNNIL (Adoor): Madam Chairperson, I rise to support the Railway Budget 1996-97. I want to congratulate the hon. Minister of Railways, Shri Ram Vilas Paswan who present the Budget to this august House.

I would not take much time because most of the points were made by my colleagues. So, I have to mention only about my constituency. At the same time I have seriously complained against the Railway Budget for neglecting gauge conversion in the State of Kerala.

During the Eighth Five Year Plan we have exceeded 6 000 kilometres in gauge conversion. Most of the States got the benefit of gauge conversion, but only the State of Kerala is totally avoided in gauge conversion. In Kerala, we have only one metre gauge line, which is the Kollam-Madras metre gauge line. It is a very old railway line. This line was constructed by the British

Government. It is more than a hundred years old. It is a long pending demand that the Kollam-Madras line should be converted into broad gauge. During the 1991-92 Budget, this line was included for gauge conversion. The first phase of gauge conversion from Madras to Virudhunagar has been completed. The second phase from Virudhunagar to Kollam has not been taken up so far. The hon. Minister has announced a number of gauge conversion projects in this Budget, but the second phase from Virudhunagar to Kollam has been neglected. The Minister of Railways and the Railway Board have given assurances before the House and in various meetings that the Virudhunagar-Kollam section would be taken up for gauge conversion during the next financial year. But this assurance has gone into cold storage. Therefore, I urge upon the hon. Minister that this gauge conversion should be included in this year's Budget.

In my constituency, Adoor, in Kerala, which is a very backward area, we have only one railway line which is the Kollam-Madras metre gauge line. It is under Madurai Division and has been totally ignored when it comes to developmental activities. Ninety per cent of the officials belong to Tamil Nadu and they are focussing only on Tamil Nadu. This discrimination is continuing for the past several years. I strongly condemn this attitude of the officers of the Madurai Division of the Southern Railways.

In this metre gauge line, passenger amenities are very poor and inadequate. I want to draw the attention of the hon. Minister to take immediate steps for remodelling some of the stations, namely Themmalar, Aryan Kavu, Ezhukone Kuri and Edamon Ottakkal. Also, I request the hon. Minister to provide platform shelter, drinking water, waiting rooms, etc. in those stations.

Kottarakkara is one of the important stations in this line. There is no platform shelter and terminal shelter sufficient enough for the passengers.

Regarding survey of new line in my constituency, two broad gauge line surveys have been going on. The Kottayam-Punalur-Subari line is proposed to be extended up to Thiruvananthapuram. This is a very important line. After the completion of the survey, the Minister of Railways should consider it for immediate construction.

04.00 hrs.

Kayamkulam-Adoor-Kottarakkara-Chadayamangalam-Trivendrum line is also proposed. The survey has been going on progressively. It is a prestigious line on the eastern part of South Kerala. This line also needs consideration for construction in the next budget.

Regarding the long-pending demand to reconstruct Mylom and Nedumbayikulam overbridges, the Kerala

Government is prepared to deposit money towards expenses, but the Railways have not taken any steps.

Regarding level-crossings on this line, many level-crossings are needed. There are several proposals before the Railways for providing level-crossings like Chenthara near Kottarakkara, Thalavoor near Kuri, Aryan Kavu.

There is also a demand for providing additional coaches in all the trains passing through this line. At present, the Railways have provided few coaches. As such, the passengers are very inconvenienced. It is requested that additional coaches be provided on this line to meet the demand of ever-increasing traffic.

Regarding new trains, I urge upon the Railway Minister through you, Sir, to start a new train from Punalur to Quilon every morning and Quilon to Punalur every evening for the school and college students and Government officials in this sector.

I also request the hon. Minister to introduce new Rail-bus Service on this line from Quilon to Punalur.

The cancellation of goods traffic movement in this line may also please be reconsidered.

I want to draw the kind attention of hon. Minister to consider a new broad-gauge line survey for Themmalar-Kulathupuzha-Palode-Nedumangudu-Kattakkada via Trivendrum. I hope the hon. Minister of Railways will include this survey in the Budget.

Regarding new railway stations on this line, I may request the hon. Minister to provide two railway stations, namely Kalthururthy and Kalayanadu between Schenkottah and Pundur.

Regarding reservation facilities in my area, we do not have any reservation quota on broad-gauge line. The long-distance passengers of my constituency have to go a long way to book their tickets. Therefore, I request the hon. Minister to increase the reservation quotas in long-distance trains from Kottarakkara and Punalur and Puvanuswaran.

As far as out-agency is concerned, I would request the hon. Minister to consider one out-agency in Pathanapuram which falls in my constituency.

I must congratulate the hon. Railway Minister. He is unquestionable leader of downtrodden people in this country. He is a fighter for the grievances of people belonging to Scheduled Castes and Scheduled Tribes and for their protection. I am very much proud of him. Therefore, I would think that hon. Railway Minister should take initiative for reservation of employment in Railways for the Scheduled Castes and Scheduled Tribes.

As far as Railways is concerned, they are not considering Scheduled Tribes for the higher posts. They are considered only for Khalasis. Even Khalasis are not

recruited. I hope that the Railway Minister will immediately look into the reservation for the Scheduled Castes and Scheduled Tribes employees in the Railway Ministry. I would also suggest that the hon. Minister should seriously consider for having special recruitment drive for the Scheduled Caste and Scheduled Tribe employees in the Railways.

In the case of allotment of stalls, restaurants and tea-shops, the people belonging to Scheduled Castes and Scheduled Tribes are avoided. They would not get any stall or restaurant, bookstall etc. I congratulate the hon. Minister for Railways, Shri Ram Vilas Paswan, for his recent statement that the people belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes would be considered while allotting stalls, etc.

With these words, I conclude my speech. And also once again, I rise to support this Budget.

PROF. R.R. PRAMANIK (Mathurapur) : Madam, I rise to support the Railway Budget presented by the hon. Minister for Railways, Shri Ram Vilas Paswan. I shall now be very very brief due to constraint of time. In the meeting called on 27th June by the Railway Minister at Rail Bhavan, of all the MPs of West Bengal, I gave only two proposals for the Sunderbans area which is in the southern part of West Bengal.

The first proposal was extension of the on-going project of Lakhi Kantapur-Namkhana railway line upto Frazerganj which is being developed as a tourist centre and a fishing harbour facing the Bay of Bengal. The second proposal was a new line from Sealdah to Jharkhali via Sonarpur and Basanti. Jharkhali can be developed as a tourist centre, for adventure for those who want to penetrate into the most beautiful riverines forest of Sunderbans inhabited by the Bengal tigers. Both the proposed tourist centres can be developed to international standard, if the proposed railway lines are constructed. This will also invite the industrialists to set up agro-based industries in these backward areas, mostly populated by Scheduled Castes and Scheduled Tribes. If constructed, these two railway lines will invariably change economic and cultural life of the people of this area. I think the Railway Minister will recollect that the Chief Minister of West Bengal is very much interested about the development of the backward area of Sunderbans. He sent a letter to me to be handed it over to the Railway Minister and I handed it over to the Railway Minister on that day in the meeting. I expect that the Railway Minister will express a positive response on this very important issue.

With these words, I conclude my speech.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Madam, the hon.ble Saint Railway Minister has endeavoured to include some provision for the development of backward

areas, but this has not been to the extent he was expected to do. He has not risen to the height which we expect of him. Uttar Pradesh and Madhya Pradesh have the Bundelkhand region which comprises of eighteen districts and is a backward region. This is the most backward and most poor region but nothing has been given in the Budget for this area. May I know from the hon.ble Minister whether it is not discriminatory. Should I say that his claim of removing regional imbalance is hollow?

I would like to give some suggestions about this neglected area and hope that the hon.ble Railway Minister will include them in the current Budget. Uma Bharati ji and Kusmaria ji had sat on dharana in front of Rail Bhawan over a single demand. He is a Railway Minister and a saint as well. The Saint always speak truth and therefore, I hope, the survey report of Lalitpur, Singrauli line will be submitted to the Planning Commission by 31st July and he will pursue this report with the Commission to ensure that this report is not dumped below several similar other files.

The construction and completion of Lalitpur-Singrauli line is very essential for the development of our region. May I know the factors responsible for not electrifying and not doubling the Jhansi-Kanpur and Jhansi-Mankapur Line. Is it not the neglect of backward region? I have great expectations from him and hope he will definitely take some decisions in this regard in this Budget.

As far freight a 10 percent increase is proposed. This will affect the common man and increase inflation because the prices of petroleum products have also been hiked. No doubt he has exempted the items meant for distribution through PDS. I would however request him to respect the sentiments of the people and exempt all the eatable items of common use from the hike in freight in the manner he has done it for PDS items.

It has made a loud announcements that second class fare has not been increased but in fact 5 per cent increase has been announced for the sleepers beyond the distance of 200 km. The passenger coming from Jhansi to Delhi completes 200 km at Dholpur and he will have to pay 5 per cent more for travel from Dholpur to Delhi. He can calculate the high incidence of increase for the poor labourers who come to Delhi from Madras. I would request him to reconsider this. Then he would say what are the sources of revenue. I would like to say categorically in this House that railways involve Rs.20,000 crore annual scandals and he can take steps to check this corruption. There is corruption in the procurement of essential items. Similarly thousands of crores of rupees are swindled in the auction of railway scraps. These scraps calandestinely go to the selected Mafia gang. If these corrupt practices are checked, I

think, there will be no need to effect this 10 per cent increase in the freight fare.

Now, I come to my area. The Jhansi Railway Hospital should be modernised and special facility for treatment of heart and Kidney diseases should be provided there. The Taj Express should be run between New Delhi and Jhansi and the Bhopal-Delhi Shatabdi Express should start late by one hour. The Chhapra Mail which operates between Agra and Chhapra via Jhansi should start from New Delhi. The Meranipur railway station is an important railway station of Jhansi division of Central Railway. The three districts of Madhya Pradesh namely Chattarpur, Panna and Tikamgarh are also main stations. I would request him to provide stoppage at these stations for all the trains operating through this line. An inter city train should be operated between Lalitpur and Gwalior to provide travel facility to State employees.

The files pertaining to appointments on compassionate grounds should be disposed of at divisional level and the time limit imposed should be done away with. The sports quota should be doubled. The residential accommodation at Jhansi should be doubled and it should be ensured that women workers get priority in matter of official accommodation. This should be made mandatory. Many judgements given by various courts pertaining to employees should be implemented within 15 days because different courts make different decisions. It is now more than one year that the railways have been able to decide whether these employees should be reinstated or not.

There is a proposal to create a new railway division by curtailing the jurisdiction of Jhansi division and I think this is a very sensitive issue. I have requested the hon'ble Minister to call a meeting of all the members of that region and implement the proposal only after ascertaining their views. This should be done with unanimity. The last agitation should not be allowed to be repeated. With these words, I conclude.

SHRI SATPAL MAHARAJ : I would like to inform the hon'ble Member that it was 31st August and not 31st July.

SHRI DINESH CHANDRA YADAV (Saharsa) : Madam, I rise to support the railway budget which will benefit the farmers and labourers considerably. The Budget seeks to touch those areas which have so far remain neglected. I on behalf of all the farmers and labourers of my area congratulate the hon'ble Railway Minister in this Supreme Panchayat of this country. He has tried to remove some of the basic railway connected problems of this area. This is most commendable. My region will remain indebted to him.

It was said in this House from other side that this is a Bihar Budget or a North-East Budget. But infact it is not true. Many Governments have come and gone

after independence, many railway Budgets have been passed but every time Bihar was neglect. Nobody raised their voice at that time. Bihar is an integral part of India which should be taken care of and given something. Many eyebrows were raised this time when he has tried to make some provisions to meet the requirements of Bihar deserved much more. Bihar was not given its due in several Budgets that were passed after independence while several development works were taken up in several regions. Infact, even if the entire Budget Provision is spent on Bihar it will still tall short of Bihar's due.

Six new Zonal offices are proposed to be set up under this Budget but Bihar has been given only one Hazipur zonal office. Then, how dare they say that Bihar has taken every thing. The railway Budget seeks to take up gauge conversion at about 30 places but as far as Bihar it concerned, Manasi-Saharsa, Harvisganj and Hazipur-Bachhwara and Patna-Gaya section (7.24 km) gauge conversion has been taken up. Sakri-Hassanpur line is also included. It is not a new line. It is an old one and a provision has been included in this Budget for its re-construction. Regarding introduction of new trains, the entire Budget seeks to operate more than two dozen new trains but Bihar has been given only 2-3 trains. Similarly, 9 DMU trains are proposed and Bihar has got only one Katihar-Manasi-Barouni DMU train. Those who term it as Bihar Budget are wrong and their concept is wrong. Bihar is a backward State where appreciable development work has not taken place. So, Bihar must be developed. I congratulate the hon'ble Minister for incorporating a provision for the construction of a railway bridge over the Ganga at Patna. This will facilitate operation of train between Hazipur and Patna.

SHRI RAJENDRA AGNIHOTRI : Don't go after Hazipur and putforth some fresh suggestions.

SHRI DINESH CHANDRA YADAV : This was not taken up earlier then how can I leave it. Bihar will not only be the source of revenue.

SHRI RAJENDRA AGNIHOTRI : You should take up other areas also.

SHRI DINESH CHANDRA YADAV : It would pain anybody if some development takes place in Bihar. I thank the Railway Minister for making Budget Provision for Hazipur-Patna railway bridge. This will bring the North-Bihar and South Bihar closer, they will come together. We have a 14 km railway line from Nirmali to Bhatiyahi. It was in 1944 that the devastating floods of the Kosi washed away this line and nobody has made efforts so far to reconstruct this line. Once a survey was conducted but no attention was paid to that. Shri Paswan ji has decided to conduct a survey of this line and has included some provision. Nirmali is a part of Supaul district. If we want to go to Supaul from Nirmali then we

have to take a 100 km route via Nepal. Nepal does not allow to pass through this border from 7.30 p.m. to 8.00 a.m. howsoever important the visitor may be. If we want to visit Supaul district headquarters from our territory then we will have to travel 300 km via Madhubani, Darbhanga, Samastipur, Khagaria and Saharsa districts. Therefore, construction of this railway line is very essential.

We have Kusheshwardham in Kosi region which has a great religious importance. If this place is provided a rail and road link then it will be as important as Hardwar is. There is a proposal to construct a line between Kusheshwar and Khagaria, Saharsa-Banmankhi-Banvansi-Katihar and Darbhanga to Saharsa. This line should be surveyed on priority basis. There is demand for a direct line between Vaishno devi and Howrah or a direct rail link for Delhi via Hardwar. A survey for a new railway track from Sinari-Bakhtiarpur to Bihariganj was conducted in 1972-73 but no provision has been included for this line in the current Budget. A survey was also conducted for Madhupura to Siddheshwar. This also has not been included in the Budget. I would request the hon'ble Minister to order its survey and to lay the new railway track. A railway divisional office should be set up at Saharsa which is a district and commissioner headquarters. It is a beautiful city and a railway line passes through the mid of the town but there is no overbridge as a result of which, people face considerable difficulty. The local district officials have written to the Bihar Government and the State Government has forwarded the request to the railway department. So a railway bridge should be constructed there as soon as possible. There should also be a foot bridge at Supaul district which is also a district headquarters. The Saharsa and Supaul junction should be converted into a model junction and should be beautified. Passenger sheds should be constructed at Koparia, Sinari, Bakhtiarpur, Bhatiyahi and Rakapur stations. All the railway stations including Simri, Bakhtiarpur should be electrified and a new train from Patna to Manasi and Manasi to Saharsa should be introduced because there is no other mode of transport available there. A metre-gauge train runs there but a new train is essential.

The North-East Express which operates between Guwahati and Delhi has the stoppage at Khagaria but tickets are not available for coming to Patna. So tickets under special circumstances should be given for visiting Patna from Khagaria. The Janaki-Express operates between Katihar-Saharsa and Samastipur during night and a second train Hariharnath Express steams off in an interval of half an hour. I therefore demand the Hariharnath Express should operate in the night and the Janaki Express during day time. This train should be extended upto Hazipur and Sonpur. An A.C. coach

should be attached to the Hariharnath Express because all the Members of Parliament and Legislative Assembly travel by this train. The bogies of this train should be maintained properly. Our hon'ble Members Shri Chunchun Prasad Yadav and Shri Anil Kumar Yadav have also demanded extension of Bhagalpur Mandar-hill line upto Deodhar because Deodhar is a place of pilgrimage. The people of Purnia and Saharsa come to Deodhar via this route.

Madam, I would like to draw the attention of the hon'ble Minister to a peculiar situation that arises at New Delhi Railway Station. The most disgusting situation is that whichever train starts for North-Eastern region is occupied by the goonda elements and policemen when it comes at the platform from shunting yard. The poor people bound for Bihar are not allowed to board the train although they possess valid tickets. These goondas demand money from these poor labourers and if they refuse, their money is snatched and they are beaten. I would request him to ensure that money is not extracted by the police and goondas from poor Bihar labourers who travel to their destination on general bogies.

I would make one more point and conclude. The road outside the Naugachiya station is in a very bad shape. Water stagnates there. People face tremendous difficulty in catching the train. This road should be repaired.

With these words I once again congratulate the Railway Minister for taking the historic step for the development of Bihar. This will not only benefit us but the poor people also.

[English]

SHRI SATYAJITSINH DULIPSINH GAEKWAD (Baroda) Hon. Madam Chairman, along with my party colleagues today I also join welcoming this Railway Budget and in congratulating the hon. Minister of Railways, Shri Ram Vilas Paswan for releasing a Budget that really represented 90 per cent of the passengers who travel by the Railways.

In his Budget he has definitely looked into the aspect of the facilities and fares that should really suit the masses of this country who are very poor.

I would also congratulate the hon. Minister that after many many years his Budget reflected an intention to really develop the areas of backward people and the tribal sector. He has shown his intention and his will to allocate some funds at least for the service of upcoming railway lines.

It is of utmost importance because in the present context when the country is going into a transportation stage of economic growth where the country is going global and we are thinking of economy going global, we definitely need our Railways to be self-sufficient.

We would definitely like the entire country to be linked the people to be communicating and the Railways are the only source for the middle class and the poorest of the poor to communicate with different regions for jobs and for better opportunities. Since the hon. Railway Minister has shown his will, I would say: Where there is a will, there is a way.

In this Budget, there is definitely a dearth of certain allocations; there is definitely a dearth of certain term planning, which I would like to highlight.

This Railway Budget does not properly present the performance of the freight operations. Years after years, the freight operations and its performance that would be earned from the freight operations can be shown in the BE, but the RE has always been reflecting a bit lower figure, and then the actuals are shown five or ten per cent more, reflecting overall a good performance by the Railways. I would request the hon. Railway Minister to kindly go into the details and request the Railway Board to give the facts and the figures that the Railways will definitely achieve. The Railways are bound to achieve, and the Railway Board should envisage a figure that should reflect the correct revenue, because this is the area where the Railways have a scope of really earning more and developing more. The Railways, over and above the allocation of funds, are losing its revenue on the social causes that it serves.

I, on behalf of many hon. Members, give him the support. The Railway must get proper budgetary allocations and proper outlay from the final Budget, because the non-availability of allocation will mar the progress of the Railways. I would also say that there is a fall in the share of the Railway in the final plan outlays. In the First Plan, the allocation was around 11.1 per cent, and today we think of progress and the country is going towards economic reformation. In the Eighth Plan, it was just six per cent. I hope in the coming years, if the Railway Minister does not represent his case properly to the Finance Minister, I think this allocation will still go down. Due to this, there is a pressure on the existing stock. If we look into the index figures of Freight, in 1991 it was 100 and today the total index is around five times more. On the passenger traffic, it is four times more, and the available capital inputs that we had has grown up by just two times. How are we going to compare it with our total capital outlay, which has been increased only by two times? Whereas the total pressure on the freight and the passenger carriage has gone up by five and four times. So the railway authorities must definitely look into the details, aspects and the planning, and should envisage the future growth. And that is where, I would like to point out to the hon. Railway Minister that as of today, if you really want to grow, privatisation is the only answer to this. I would also request the hon. Minister to look into

privatisation of all the auxiliary units, where the Railways have a scope of allocating it into the areas, and the Railways will get definitely the business. If the Railways really want to provide facilities in the growing areas and in the under-developed areas, doubling of the railway lines is the need of the hour.

I would also request the hon. Railway Minister to profusely plead his case with the Government that all the social cost towards daily commuters and the weaker sections, which the Railways are bearing, must be recovered from the Government of India, because it runs into thousands of crores of rupees. In some states, there is a prohibition policy. The Central Government is providing the revenue that is lost by the State due to this prohibition policy.

Why do the Railways not avail of this subsidy? This can be done so as to be compatible and self-sufficient.

I will also request the hon. Minister of Railways that over a period of time, the efficiency of the Railways has been definitely decreased. Yes, it is due to the population growth, but this year, the figure is inflated.

About performance, as of today, if we look into the index of 1950-51, our share in the gross traffic was around 88 per cent, and in the passenger traffic, it was 74 per cent. If we take the last index figure of 1991-92, the total share of our Railways in the case of goods traffic has been reduced to 47 per cent. Therefore, I request the hon. Minister of Railways to do a thorough research on this, which is very much required.

Moreover, our present allocation in the plan outlays and plan heads has also been reduced, as compared to the allocations of previous years. The allocation for the new lines has been reduced by Rs 61 crore. For doubling of lines, the allocation has been reduced by Rs 53 crore. The allocation for gauge conversion has been reduced by Rs 345 crore. There is an increase in allocation for rolling stocks. But if we take into consideration the inflation that is bound to take place once the entire Budget is finalised, I do not think there is much scope for real development that has been shown in the Budget Plan outlays.

SHRI RAM VILAS PASWAN You are telling that the allocation has been reduced. Please tell me in which area the allocation has been reduced?

SHRI SATYAJITSINH DULIPSINH GAEKWAD The allocation for goods traffic has been reduced.

[Translation]

SHRI RAM VILAS PASWAN Who says that the Government has reduced the budget allocations? I am not aware as to which figures an hon. member and other Member from the B.J.P. talked about. The budget allocations have not been reduced under any head—

be it rolling stock, new railway lines, gauge conversion—in comparison with the allocations of previous year's budget. As regards gauge conversion, the budget allocation is the same i.e. one thousand crore rupees. For new railway lines, the allocation was Rs.203 crore last year and it has been revised to Rs.220 crore in the present budget. Similarly in the case of rolling stock meant for building new coaches and wagons, the allocation which stood at Rs.2940 crore last year has been increased this year. In the matter of doubling of lines, the allocation remains the same i.e. three hundred crore rupee. Therefore, the allocations under different heads have been increased to some extent and there is no reduction. So far as the wagons are concerned, the Government wanted to increase the allocation upto Rs.25 thousand crore. The original allocation last year under this head was Rs.4170 crore. However due to resource constraint, the Government had to make some reduction in this allocation. In the present budget, the allocation for the same stands at Rs.3805 crores as compared to the allocation of Rs.2940 crore in last year. As three or four hon. members spoke on reduction in budget allocation, I thought it proper to clarify the position. So, no reduction has been made under any head in comparison to the allocation made in the previous year.

[English]

SHRI SATYAJITSINH DULIPSINH GAEKWAD I am of the opinion that if the Railways have to be self-sufficient, as I just said, I would also suggest to the hon. Minister of Railways that the Railways must enter into MOUs with the Zonal Railways administration. They must give autonomy to the Zonal Railways to work on their own, separately. Over a period of time, they may show the performance, take guarantees and see that the Railways flourish.

On this auspicious occasion, when I am making my maiden speech in the House, I would like to highlight a few problems of my constituency.

Baroda is one of the most important cities on the map of India. Not only that, but also in Baroda, we have an Indian Oil company, we have Indian Petrochemicals and we have ONGCs. All these big companies and big centres are there. Also the Railways' goods department is earning the highest revenue from Baroda.

Baroda being so industrious and highly developing city, we do not have a train of our own for the people to come to Delhi. Baroda has a very high parcel traffic. The people of Baroda are getting very heavily waitlisted tickets. Everyday there is a minimum of three hundred or four hundred waitlisted passengers and since the quota is limited, we are getting a no room. PNR

Baroda being so highly developing city, MEMU trains were started in Baroda which are really very fast. They are very comfortable. But they are for the up-traffic passengers. However, they have stopped the 109 Dn passenger train which carries the working class people and the students from Baroda to Ahmedabad. In between there is a small village near Baroda, called 'Anand'. The students come from Anand and from there they go back by STA buses to various small villages. They must be in the range of 1200 to 1500. This passenger train was operating for the last thirty five years between Baroda and Ahmedabad and the poor people from various villages used to travel by this train for getting higher education in Baroda and for getting better job opportunities in Baroda. This train has been stopped because of the introduction of a train which is much faster, but it does not co-relate with the bus route. Hence, the people of my constituency, the students and the poor people, who are coming from villages, are finding it extremely difficult to pursue their studies. Previously they used to reach home at about 7.30 P.M. They had the time to eat; they had the time to do their home work. Now, they reach home at about 9.00 P.M. (Interruptions)

I want the restoration of 109 Dn passenger train between Baroda and Ahmedabad. Baroda is contributing so much to the revenue of the Railways. Its freight earnings are the highest because of the refineries, ONGC, etc. Baroda has really given something to the Indian Railways.

So, these are the two important points that Baroda needs. Baroda people need a train upto Delhi. Since the Railways are contributing so much towards the tribal area, we do not mind if you give us a bi-weekly train over a period of time, because we know that there is a crunch in the infrastructure. At the same time, I would like to request the hon. Minister to represent the case of the Railways to the Finance Ministry since the Minister of Finance has allocated Rs.5000 crore for infrastructure. So, railway boggies, new tracks and the doubling work must be considered into the Indian Budget planning and system as infrastructure. Let the hon. Minister of Railways allocate funds for the infrastructural facilities, and if those funds come from the Ministry of Finance to the Ministry of Railways and if this infrastructure is established by the Government and the Railways, then I think the Railways will function in a much faster way and much better way.

Before concluding, I would like to thank you for giving me an opportunity to give my maiden speech.

Finally, since I have come to this august House as a representative of the new generation, the people of Baroda are expecting something out of me and since I am representing their cause, I will request the hon. Minister of Railways to meet our just demands.

MR. CHAIRMAN : Hon. Members, there are still 19 speakers. So, once again, I will appeal to all of you to come back to the five-minute formula.

SHRI RAM VILAS PASWAN : So, it will go upto eleven o'clock. There is no problem...*(Interruptions)*

MR. CHAIRMAN : Now, I call Dr. Satyanarayan Jatia.

[Translation]

DR. SATYANARAYAN JATIA (Ujjain) : Madam Chairperson, all of us are aware of the importance of Railways and the good our efforts are to run trains effeciently, the more will be the benefit to the people. We want to bring about some change but because certain inherent drawbacks, we are unable to achieve our goal. Therefore, we are seeking the development of the country in piecemeal. However .

Rail Mantri Bhart Ke Hain
Desh Ka Samucha Karain dhyan.
Railon Ki Suvidha Sabko
Deejiye ek Saman

Samasya to Samasya hai
Tatkal nivaran Keejiye.
Jise Kar Sakte hain
Use Lambit na Keejiye

Asardar Logon ka Rutba
To hota hi hai Janab.
Unka na Kam rukta
Koi aur ho ya rahain aap

Aise bhi Log hain jinhen
Aap Jyaada jaante nahin.
Aur aise bhi jinka
Siyasati itteffaq nahin

Ummeed hai kisi Kshetra ki
Kahin Upeksha nahin hogi
Aavshyakta ko Mahatva denge
Nahin koi kami hogi

Hazipur Nandyal ka
Fikra achha hai janab
Kintu Ujjain Indore Kota ko
Bhool gaye hain aap

Railain Chalain, achhi chalain
Sanrakshit Chalain Surakshit Chalain
Door Sudoor tak Jaayen
Samay par Chalayen

Jan Samanya ki Suvidha Badhayain
Chalte Chale Chalte Jaye
Safalta ke liye
Hardik Shuba Kamnayain

(The Railway Minister belongs to India. He should care for the whole country and ensure equitable railway facility. He should resolve the problems without delay. Influential people have their say and they can get their work done. There are people with whom you are not quite acquainted and they have their own political views. We hope you will not neglect any region. There is mention of Hazipur and Nandyal but he had forgotten Ujjain Indore and Kota. He should ensure safe railway travel and augment general facilities. I wish him success in his endeavour.)

I would like to make a few points in brief. He has tried to increase the efficiency of railways. The production of diesel and electric rail engines has gone up. The 1996-97 budget proposes production of 142 diesel engines as compared to 114 engines produced in 1995-96. The number of electric engines is proposed to be increased from 135 to 195.

04.47 hrs.

(Shri P.M. Sayeed in the Chair)

Production of passenger bogies is also being increased but the EMU has come down from 443 to 400. The general bogie fleet is proposed to be increased from 1313 to 1696. The electrification job is also going to pick up fast. He also proposes conversion of gauge. I would request him to include a provision for electrification of Ujjain-Indore section of the railways which is a 78 Km track. This will benefit the local people.

Regarding gauge conversion, the Neemach-Ratlam section has been taken up for gauge conversion, but no provision has been included therefor. Kota-Neemach Section has already been converted. I will request him to initiate the process and accelerate the pace of progress.

I would like to make certain suggestions about operation aspect. A new Indore-Jaipur-Jodhpur train should be started. There has been a long standing demands for this train and I have had talks with him in this regard. Indore is an important industrial town of Madhya Pradesh while Jaipur is the Capital of Rajasthan. Similarly a train should be run between Mhow and Chittor. Decisions have been taken many times in this regard but train has not been started yet. The Gorakhpur-Ahmedabad train should be operated daily because this train operates via Tundla-Gwalior-Bina-Guna-Ujjain and Ratlam. The proposed Dohat-Ratlam E.M.U. services should be extended upto Ujjain. The weekly Jaipur-Madras train should be run via Sawai Madhopur-Kotanagda-Ujjain and Bhopal. The 2961 and 2962 Avantika Express should be extended upto Mumbai Central. The former Railway Minister Shri Suresh Kalmadi had announced its extension. Now he is no more the Minister and Shri Pawan is the Railway Minister.

The computerised reservation facility is not available at all the railway stations. It should be provided to the remaining stations. The computer should have Hindi feeding. It speaks English only. The computerised reservation office of Ujjain should be linked with Delhi PRS. The reservation quota of Khachrol Station should be increased. The quota in 2962 Avantika Express, 1270 Bhopal Rajkot Express, 5064 and 5063 Avadh Express, 9166 Sabarmati Express should be increased. Similarly 3-tier sleeper should be attached instead of 1st class bogies to the 4005 Up and 4006 Down Indore-Hazrat Nizamuddin, Indore inter city train 50 as to increase its seating capacity. The Vikramgarh-Alot is an important station. Its reservation quota should be increased. Similarly, the quota of 9019, 9020 Dehradun Express, 4005 Hazrat Nizamuddin, 5064 Avadh Express should be increased. There is also need to increase the Nagda quota of 1172 Indore-Howrah Express.

Sir, Now I would like to make few points about construction work. The Nagda railway station is unimportant station and it is located in between two railway lines. Therefore, this station should be constructed in a befitting manner. The platform should be improved. The job of doubling the Bhopal-Muxi rail track has been stopped. This should be resumed. The Indore-Neemuch metre gauge should be converted into broad gauge. The Inter-city Express should be given a stoppage at Alot and the August Kranti Express should be provided a stoppage at Nagda because this train does not halt in Madhya Pradesh.

The 9019-9020 Dehradun - Mumbai Central Express should be give stoppage at Sria. This will benefit the local villagers. The 1269, 1270 Bhopal-Rajkot Express should be given stoppages at Unhale and Tarana Road. The bogies of all the Mail and Express trains should be increased to facilitate convenient travel for the people. The 4005/4006 Inter City Express and other trains have old rakes. They should be replaced by new ones. The metre gauge and broad gauge general bogies of Rattam division of Western Railway are also very old. They should be changed. The accommodation facilities should be augmented for railway employees.

He has announced that the fare of sleeper class will not be increased upto a distance of 200 km. But one will have to pay Rs 62 whether he travels one Km or 200 Km. Therefore, there is need to reduce increase in fare beyond the distance of 200 Km. He must ensure better catering service, cleanliness, punctuality, austerity, operation safety so as to reduce the incidence of accidents. He has already promised such facilities. I hope he will make all these arrangements and with these words, I conclude.

[English]

SHRI SUNIL KHAN (Durgapur) : Hon. Chairman, Hon. Members of this august House, Officers of the Railways and writers of minutes.

Sir, this is my maiden speech. Firstly I congratulate the hon. Minister of Railways for presenting the Railway Budget. I fully support it although I would like to raise some points, through you, regarding my Durgapur constituency in West Bengal. Durgapur is known as 'The rush area of Eastern India' for its present industrial network. Naturally this area needs particular attention from the Central Government for building up necessary infrastructural facilities so that a new train should be introduced from Durgapur to Howrah due to heavy rush of the passengers.

The 359 Up train arrives at Durgapur at 2105 hours and leaves at 2140 hours. Please extend the train upto Andal Station so that the daily passengers Durgapur Steel plant, Alloy Steel Plant and Thermal power stations may reach their places in time.

Some Extra EMU coaches may please be introduced in the Asansol-Burdwan section at an interval of one hour for the benefit of the daily passengers, casual passengers and university students and college-going students. The trains, Asansol-Howrah Express, Dhanbad-Howrah Coalfield Express, Rampurhat-Howrah via Durgapur Mayaurakkshi Fast Passenger, should run in proper time.

The railway retiring room of Durgapur station may please be shifted near the platform. The station should be modernised because Durgapur city is the Steel city.

Both Durgapur and Burdwan stations may please be attached with the computerised railway reservation network and as an interim measure the quota at Burdwan station of berths in the Purva Express may be increased.

According to the Common Minimum Programme of the Government, I would like to mention about the Bankura district which is very backward district of West Bengal. The hon. Minister of Railways is requested to please extend the railway tracks from Mejia Thermal power project to Bankura which is only 13 kilometres by road. This will facilitate transportation of coal and other material to Midnapore district also for catering to the needs of Haldia Project and help Bankura district for industrial growth.

Secondly, you are also welcome for allocation on Bankura Damodar River Railways, but it is far from the actual need. As such more funds may be allocated for it. Apart from that, introduction of diesel engine in this sector may please be ensured by September, 1996. Our proposal for uplinking the present line with Tarakeswar and Durgapur may also please be considered.

EMU coaches should be introduced between Bardel junction to Katwa junction. Overhead electrification from Katwa junction to Ajimganj junction should be extended. Double track should be constructed from Bardel junction to Ajimganj junction. Narrow gauge of Katwa-Burdwan and Katwa-Ahmedpur may be upgraded to broad gauge. The condition of Burdwan junction is very precorions. So, the hon. Railway Minister is requested to solve the problem of that station. In the greater interest of the jute workers of Bihar, Sealda-Samistipur train should be included with three or four compartments.

SHRI VEKATARAMI REDDY ANANTHA (Anantapur):
Mr. Deputy Speaker, Sir, this is my maiden speech in this august House of parliamentarians.

The Railway Budget for 1996-97 presented by the Hon. Minister, Shri Ram Vilas Paswan is people-oriented Budget. I congratulate him for presenting it. He has taken the interests of the common man into account and did not increase the fares of second class. •

Sir, I represent Anantapur in Andhra Pradesh which is one of the most backward districts of the Country. Anantapur falls on Bombay-Bangalore broad gauge line and in this constituency, there is also one very important station, Tadipatri which is on Madras-Bombay line.

In his Budget speech, the hon. Minister said that the Secunderabad-Dronachalam gauge conversion will be completed in the next financial year. The total amount estimated of this is Rs. 287 crore out of which Rs 184 crore have already been spent. In this year's Budget, a small sum of Rs 10 crore is provided for this very important work. There is a minimum necessity of providing for at least Rs 102 crore for this work. The gauge conversion work has been partially completed upto Mahaboobnagar only with the result that at the dead of the night, at 2 am, the passengers have to alight from the broad gauge train and board the meter gauge train. The plight of those passengers, particularly ladies and old persons and those with heavy luggage in very difficult to describe. This gauge conversion should be completed at the earliest to mitigate the problems of the passengers of this area. So, I request the hon. Minister to enhance the budget allocation from Rs. 10 crore to Rs 40 crore at least.

There is another very important work concerning my constituency that is, gauge conversion work from Guntakal to Vijayawada via Kalluru. This gauge conversion will help the passengers of Visakhapatnam, Vijayawada and other to travel to Hubli and other places in Karnataka and will help in a long way in the transportation of goods. This work should be taken up on top priority basis and I request the hon. Minister to make a provision in the Budget for this very important work.

I request that the Anantapur station may be connected with all-India mainframe computer in Delhi for reservation purposes. In addition, the Bombay-Kanyakumari Janata Express should be given a stoppage at Tadipatri and the Rajdhani Express from Delhi to Bangalore should be given a stoppage at Anantapur.

Sir, the Mysore-Tirupati Express has been extended upto Kondapuram station to facilitate the passengers of Cuddapah district. I wish to submit that from Kondapuram, it is only one hours journey to Tadipatri. Tadipatri being the important centre in Anantapur district and also there is a vast potential of passengers and goods traffic from this place to places like Bangalore and Mysore, the day time halt of Inter-City fast Passenger - the name it gets after reaching Tirupati - should be ordered upto Tadipatri. With this, the train will run as Inter-city Express between Tadipatri and Tirupati and from there it will go to Mysore. This is one of the most urgent needs of the people of the area.

Sir, these are some of the very important and pressing demands of the people of Anantapur district. There is every necessity to take up these works on priority basis. As a Member representing one of the most backward areas of this country, I feel it my bounden duty to request the hon. Minister to be more generous and enhance the budgetary support to the above gauge conversion and other works.

05.00 hrs.

[Translation]

SHRI ANNASAHIB M K PATIL (Erandol): Mr. Chairman, Sir, this Railway Budget does not do justice to all the States because it has been prepared for certain states under pressure from some people. Maharashtra has been greatly injusticed. The Railway Minister was saying that this Budget will benefit tribal areas and poor people but I would like to ask him whether Maharashtra does not have tribal areas or poor people? He had not taken care of them in this Budget. The fare and freight hike of 10 percent is definitely going to affect the poor people. The common use commodities will become dearer. The raw material used in factories will also become costly. The cement, steel, coal being transported by goods train will become dearer. Similarly, it will affect the power production and construction line, automobile industry. This Budget will place more burden on the poor people because the price of petroleum products have also been increased.

He has proposed 10 new fast trains in this Budget and the frequency of 13 trains will be increased. The 10 trains have been extended to a longer distance. It is a good thing. In my opinion, when fast trains operate, the goods trains have to be stopped somewhere as a result

of which their movement slows down and number also falls. Operation of a fast train will reduce the operation of 3 goods trains. I thought this Budget will increase goods traffic to the maximum but the goods traffic will come down because of cut in the goods trains.

I do not want to do into the statistics of the Railway Budget. He has proposed minor adjustments for introducing new lines, for gauge conversion, for doubling and electrifications, and for this, he has increased the freight and fares. But there is no semblance in the rate of inflation and the 6.65 percent surplus funds that railways get. What has been announced in the Railway Budget is in my opinion a hollow assurance and hollow promise.

Now, I would like to draw his attention towards the difficulties being faced in my Erandol Parliamentary constituency in Maharashtra. There has been a long standing demand of a railway bridge at Pachora. I will request him to meet this demand. Banana is exported to various parts of the country from Pachora, Kajgaon but the banana is not treated as fruit by the Railway department. I will request the hon'ble Minister to keep banana in the category of fruits. I would also request him to extend the Pachora-Jamner narrow gauge line upto Ajanta. 'Bhoomipujan' has been performed many times for converting this narrow gauge into broad gauge and it had been done twice in the last ten years. This time this government should start conversion of this line and I hope the 'Bhoomipujan' will not be dishonoured.

There are no platforms at the stations in a 50 km section from Jalgaon. There is no retiring room, no facility or drinking water and no accommodation for railway employees. I would request him to provide all these facilities. He should endeavour to provide maximum facility with minimum trains as is done in foreign countries. With these words, I conclude.

SHRI KALLAPPA AWADE (Ichalkaranji) : Mr. Chairman, Sir, I rise to support the Railway Budget presented by hon'ble Paswanji. The United Front Government has sought to push further the policies of the previous government whether it is economic policy or industrial policy or development programme related policy. I, therefore, congratulate Shri Paswanji. The manner in which he has prepared and presented the Budget shows that he has given a concrete shape to the policies of Congress government which aim at increasing the prosperity of the country and augmenting the railway facility. He deserves our appreciation for putting up a programme for bringing about improvement in backward areas by giving better railway facilities. There has been a long standing demand of the people for laying a new railway track from Kolhapur to Ranagiri.

This demand has come from all the leaders, legislators, industrialists, traders and it was placed before the former Railway Minister Suresh Kalmadi ji when he visited Kolhapur. He had given an assurance that a survey would be conducted immediately and a concrete programme prepared in this regard but the assurance has not been fulfilled so far.

In Maharashtra, Chatrapati Shahu Maharaji is remembered with great reverence. He was the propounder of educational facilities in Kolhapur district. He was responsible for the industrial development and for extending facilities to the people of all castes and faiths. Similarly the name of Dr. Bhimrao Ambedkar and Mahatma Jyotirao Phule is also remembered with great respect. The local people had put up a demand that the Kolhapur railway station should be named after Shrimant Chatrapati Shahu in the manner the Mumbai V.T. has been named after Chatrapati Shivaji. The former Railway Minister, Shri Kalmadi ji had given assurance in this regard.

Kolhapur, Sangli, Satara, Parat and Ichalkaranji are considered as the Manchester of India. The textile industries, engineering industry, sugar factories all are located there. He is aware that the local gur and jaggery is famous in Gujarat and throughout the country. The grapes produced in Sangli district are called the 'Tasgaon Chaman'. Grapes, Pomegranate and Strawberry are produced in large quantity. Adequate facility for movement of these fruits to the fruit market should be made available. For this purpose he should provide refrigerator bogies so that the fruits do not perish early because these fruits are sent not only to Mumbai but also to Delhi and Calcutta. They are even exported to other countries and if the consignment does not reach on time the farmers will have to bear heavy losses.

The area needs industrial development and the existing number of trains falls much short of the demand. The local people have made a demand for operation of a superfast train and that train should also be named after Shrimant Chatrapati Shahu. The up and down train stops at many places as a result much time is taken. Therefore there is genuine demand for a fast train.

The length of platforms of Jaisinhpur, Hathkarangale and Rukri Stations on Miraj-Kolhapur route is less as a result of which small children and women fall down. These platforms should be lengthened. An overbridge should be constructed near Hathkarangale. A manned railway level crossing should be provided at Lakshmi Audyogik colony to facilitate easy crossing of the railway line. Kolhapur is an industrial centre but it lacks railway facility. There is no railway reservation office there and we have to make booking at Hubli on phone. Trains are not available.

there, Coaches are not available there, so an airconditioned bogie and a first class compartment should be given for the traders and other passengers. I hope he will exceed to all these demands and with these words I express my gratitude to him.

DR. RAMKRISHNA KUSMARIA (Damoh) : Mr. Chairman, Sir, I feel shy again and again to praise Ram Vilas ji although I want to praise him because I am surprised to see why his penetrating eyes have ignored our Bundelkhand region. Sir, Bundelkhand is a neglected area although it has mineral bearing area like Panna and Chattarpur. We had demanded a Lalitpur-Singrauli railway line. We sat on dharna also along with Uma Bharti and Rajendra Agnihotri. We were assured that its survey would be completed by 31st August and the project will be forwarded to Planning Commission. Saint Satpal ji is sitting here and I have full faith in him. This area has mineral wealth in abundance and is full of natural wealth as well. These can be exploited by laying a railway line. He has to change the system and no expenditure is involved. Kshipra Express operates from Indore-Ujjain and it converts the places of pilgrimage in Varanasi and Allahabad. This train runs four days a week. I would request this train should be run daily. Similarly Sir, the frequency of Sombalpur-Hirakud Express has been increased from thrice to four times a week and I would suggest this train should run daily to facilitate convenient movement of the local people. He has promised introduction of two new trains. Sir, the Bina-Katni-Sagar-Damoh track is being neglected by treating it as goods track. All the trains operating via Jabalpur. He is going to introduce a Korla-Patna train and this will also pass via Jabalpur. A Pawan Express is also operating. All the trains from Bilaspur to Indore operate via Jabalpur. The entire fleet of trains passes through Jabalpur while other areas are neglected. What I mean to say is that this train should operate between Bina-Katni and Reeva-Bhopal. The Korla-Patna Train should also run via this route. The people of this area are facing great difficulties and I am trying to express my feelings before him. I am not threatening of launching an agitation. The local people say that if the passenger trains are not run there, then they will be compelled to stop goods trains. I am putting before him the agony of people and I hope he will resolve their problems.

Now I would like to put forth some small proposal about my area. An overbridge has already been sanctioned for Damoh and funds have been allocated. The State Government is prepared to bear its share. They have forwarded a proposal for approval. I would request him to initiate this job and take credit for the same.

SHRI RAM VILAS PASWAN : Are you talking of any train?

DR. RAMKRISHNA KUSMARIA : No Sir, I have made a submission about an overbridge. I want that this should be inaugurated by you.

SHRI RAM VILAS PASWAN : There is no difficulty. I will see it.

DR. RAMKRISHNA KUSMARIA : This overbridge has already been sanctioned and funds made available from here. He has just to inaugurate it and I am inviting him for this purpose. He is welcome to our place.

Now, I turn to the passenger facilities. We have no retiring room at Damoh Railway station as a result of which the passengers experience a lot of difficulty during rains. The Mahamaya express and no general bogies. It is presently an 11-bogie train and it can be increased to 16-bogies. It will provide great relief to the passengers of Jabalpur and Delhi. There is also need for reservation of 40 berths in second class. In Sambalpur Express too, reservation of 10 berths is necessary and reservation of 4 berths in A.C. 2-tier is also required.

Similarly reservation quota should be increased in the Chapra Express from both sides. Four berths should be reserved in Amarkanta Express. Reservation should also be provided in the proposed Kurla-Patna train. Similarly, reservation should be extended in Reeva-Bhopal train. With these words, I thank you, Sir.

*SHRI OSCAR FERNANDES (Udupi) : Mr. Chairman, Sir, at the outset I would like to thank the Hon'ble Minister of Railways for granting a zonal office in Karnataka.

Sir, I have some demands pertaining to my State Karnataka. I urge upon the Hon'ble Minister to set-up a Divisional Railways office at Mangalore. The people of Karnataka are demanding to expedite the gauge conversion work of the Karnataka. They are demanding to expedite the gauge conversion work of the Railway line between Mangalore and Hassan. I am glad to mention that the Centre have announced that the gauge conversion work between Hassan and Mysore would begin soon. My humble appeal to the Hon'ble Minister is to take up the gauge conversion work between Shivamogga and Talaguppa on top priority basis.

The decision of the Government of India to lay a new railway line in Chikkamagalur, the Parliamentary Constituency of our late lamented leader Indiraji is highly commendable. The people of Karnataka are grateful to the Centre for this new railway line.

Marcara has no railway link. This important place should be provided with railway link. In addition, the centre should take up the construction of a railway line.

Marcara has no railway link. This important place should be provided with railway link. In addition, the

* Translation of the speech originally delivered in Kannada.

Centre should take up the construction of a railway line between Bidar and Gulbarga.

Konkan railway was the long pending demand of the people of Southern and Western India. This pride project is at the verge of completion. Many people have offered their lands for Konkan railway project. Unfortunately Konkan Railway has not provided jobs to the persons who have given their land for the Konkan Railway project. Infact these persons should have been given jobs when the land was taken over by the Konkan Railway

The former Railway Minister Shri Jaffar Shariefji had constituted a committee of M.Ps to look into the problems of these people. These problems of the people have to be looked into by the Centre and jobs should be provided to them. Konkan Railway Corporation has decided to provide jobs to these hapless people. But it is very essential to relax the age limit of the these people, because the project was started in the year 1989 along the West Coast line. Those who were to get jobs at the time of the beginning of this project have not jobs so far. Hence the age limit should be relaxed. Immediate relief should be given to the persons whose land has been submerged by water and where agriculture is not possible.

The report of the Members of Parliament has to be accepted by the Centre. Over bridges and under bridges had to be constructed at the earliest. All the recommendations of the Committee have to be accepted by the Centre.

Sir, I thank you for giving me this opportunity and with these words I conclude my speech.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad)
Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. I also thank Shri Ram Vilas ji for presenting the Railway Budget for year 1996-97. He is the first Railway Minister who has delivered his Budget speech in the national language of India in this Supreme Panchayat of the country. But at the same time I would like to oppose some of his proposals because of the wrong policies. I would not like to go into the details about which several hon. Members have already spoken. My objection is that proper attention has not been paid to the construction of the new railway track and electrification of railway lines. I feel pity on the Railway Minister. The hon. ble finance Minister was present during the Railway budget speech. It was repeatedly said that the demands of members will not met even if the entire budget provision of the Finance Ministry is spent. However whatever he has reflected in the Budgets is commendable.

Delhi is the heart of the country and Uttar Pradesh is the heart of Delhi. I have been elected from Western Uttar Pradesh. I would not like to go into details because several hon. ble members here already taken much time. I again say that I would not like to repeat what the hon. ble members have said but Ferozabad is an industrial area where 400 industrial units are functioning. Half of my constituency falls in Agra district which is very important tourism spot of the country but this had been neglected. The tourists from all over the world visit this place.

I will say that he has tried to create differences among us. The Agra Railway Station lacks all the facilities despite the fact that Agra is visited by tourists from all over the world.

He was the Member of tenth Lok Sabha and used to raise many points. He also talked of Ferozabad but today he is in treasury benches and we are in the opposition. If he does good work, we will support him and if he goes wrong we will definitely oppose him.

Now I would like to come to my constituency. In 1989 Shri V.P. Singh was the Prime Minister and Shri Ajay Singh was the Railway Minister. The Agra-Fatehabad-Bah and Urimor railway line was surveyed thrice. There existed a railway line during British period but the same was closed for some reasons. I therefore request him to start work on this railway line. I have written repeatedly but I am sorry to say that I have not been given the survey report so far. Then, there is need for an overbridge at Ferozabad. I have been raising this issue since the 10th Lok Sabha. I raised this matter under Rule-377, under Rule-193 and during zero hour but the same has not been constructed so far. His railway officers are sitting there and he can enquire from them. Last year, a serious accident took place at Ferozabad and the burden of sins of railways was born by the people of Ferozabad and the local voluntary organisation.

I demand that an overbridge should be constructed near the culvert at Chand market of Ramnagar near Shikohabad in Ferozabad. If there occurs a serious accident as occurred last year, I shall conclude after making a demand for the overbridge. Sir, through you, I would like to ask the hon. ble Minister, what he has done with regard to this overbridge?

SHRI RAM VILAS PASWAN: No proposal for an overbridge has been received from the State Government.

SHRI PRABHU DAYAL KATHERIA: Please check it up. It has been forwarded.

SHRI RAM VILAS PASWAN: The proposals for overbridges are not prepared by the railways. They are prepared by the State Government and the railways share half the expenditure. I would like to tell him that

no proposal has come from the Government of Uttar Pradesh. He should get it forwarded from there. I shall immediately sanction half the funds on behalf of the railways.

SHRI PRABHU DAYAL KATHERIA : Mr. Minister, Sir, thank you very much. Please get it checked up with the Railway Ministry. It has already been forwarded by the State Government. Trades from all over India visit Ferozabad. A large Jain population resides around Puri in Orissa. No train is available from there. The Neelanchal Express should be provided a stoppage at Ferozabad. I had been making this demand since I was elected to the 10th Lok Sabha. I also require that a stoppage for Delux Express should be given at Ferozabad. The passengers train which originates from Delhi and terminates at Tundla should be extended upto Sukhabad. This will benefit the general public. These are Superfast trains. (Interruptions) There is a railway level crossing as Delhi-Bombay national highway at Sainyua near Agra where traffic gets jammed for hours together. Many deaths have occurred because of non-availability of emergency treatment in time. One or two women have also expired in delivery cases. I would therefore request that an over bridge should be constructed at Agra.

I hope he will accept my demands and enlighten me about them during his reply.

SHRI RADHA MOHAN SINGH (Motihari) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the railway budget. I also thank the Railway Minister for introducing a clever Railways Budget because this is the first time that an anti-development oriented and politically motivated Railway Budget has been introduced after independence. The new proposals for conducting surveys have been announced to appease the villagers. There are not related to development. This is clear from the meagre provision of Rs. 4.66 crore made for survey jobs for different areas. The fact is that the announcements in regard to survey work have been made only to before the villagers. These proposals seek to placate the rural the rural population that a train is coming to their villages. There is nothing more in them. If we consider the previous statistics about the annual average length of new tracks constructed during the post-independence period, then we will come to the conclusion that a provision for construction of only 99 km new railway line has been included in this Budget. That is why it is a only 99 km new railway line has been included in this Budget. That is why it is a political Budget, it is not a development oriented Budget. The fact is that he will not be able to achieve as much development targets as were achieved last year. A sum of Rs. 220.55 crore has been included in the 1996-97 budget for laying new railway line as against the provision of Rs. 281.71 crore provided in

1995-96. This clearly shows that we will not be able to do as much work as was done last year. Similarly, for track conversion a provision of Rs. 1177.92 was made in 1995-96 which has been reduced to Rs. 829.56 crore in the 1996-97 Budget. On computerisation of railways also, the provision has been reduced from Rs. 83.82 crore to Rs. 75 crore. Then expenditure of electrification project has also been brought down by 6 percent. In all this Budget has derailed from the rails of development. Much has been said here about Bihar. Many announcements have been made for this State. I was surprised to listen that the honble Minister has made use of his powers but the reality is otherwise. Proposals for new railway lines have been included at item Nos. 15-18 on page 38 of the explanatory memorandum to the Railway Budget. Bihar will need a sum of Rs. 250.79 crore for implementation of these projects while a meagre provision of Rs. 4.80 crore has been made. Items 41 to 47 on page 45 relate to the proposals pertaining to gauge conversion and implementation of these projects involves an outlay of Rs. 368 crore whereas only a sum of Rs. 19 crore has been provided for this. This shows that whatever is being said about Bihar is wrong.

However, I would like to congratulate the honble Minister for announcing the construction of a railway bridge over Ganga in Patna. But I don't know when this bridge would be constructed. I would also like to point out, what the people have got after these announcements. A boy named Abhishek Rai was killed in police firing at Sonpur. The area is still tensed and down of people are in lockups.

The Railway Ministry must have a technical department for conducting surveys and determining feasibility. There must be some technical grounds for constructing a new railway line or a railway bridge. Day before yesterday a legislator raised a point in the Bihar Vidhan Sabha during zero hour and in reply the Chief Minister said that he was the National President of the Janata Dal and that is makes the Prime Minister and the Railway Minister himself. Therefore the bridge will be constructed at a place of his choice only. If this is the situation, then I think, the technical department of his Ministry should be wound up. There is no need to spend money on any survey work in Bihar because the Chief Minister himself says that the bridge or the railway line will be constructed at places which he would decide.

MR. CHAIRMAN : You have consumed your time. Please conclude.

SHRI RAM VILAS PASWAN : He was also demanding that the bridge should be constructed at a particular place. He was shouting dog before yesterday.

while sitting on that side. There is no difference between him and the Chief Minister as far as this House is concerned. He should not say such things.

SHRI RADHA MOHAN SINGH : It is an important bridge it involves huge outlay. Its construction must base on technical knowledge. I would like to draw the attention of the Minister to 2-3 more points.

SHRI RAM VILAS PASWAN : The Chief Minister did not say anything before. We should express our sorrow on this on fortunate incident. The Chief Minister did not say anything. The construction work will take place only where it is feasible but these people have unnecessarily given it a political colour and the death of the boy was the consequence of this politicking. Why this agitation was launched? Why these people participated in it?

SHRI RADHA MOHAN SINGH : It had appeared in the Press. Nobody is giving a political dimension to it.

SHRI RAM VILAS PASWAN : Why is he referring to Press reports? He should not indulge in such things.

SHRI RAJENDRA AGNIHOTRI : This is the reply given in the Bihar Vidhan Sabha. Did the Bihar Chief Minister say that the bridge would not be constructed here but would be constructed elsewhere?

SHRI RAM VILAS PASWAN : He is quoting a press report about what the Chief Minister said but I am referring what the hon'ble Member had said here.

SHRI RADHA MOHAN SINGH : The bridge involves a huge outlay. It must have some technical basis.

SHRI RAM VILAS PASWAN : Of course, it will have

SHRI RADHA MOHAN SINGH : The Chief Minister himself makes Prime Ministers and Railway Ministers. Will he now make railway line also?

SHRI RAM VILAS PASWAN : He should be discreet.

SHRI RADHA MOHAN SINGH : Now I would like to draw his attention towards the borders of this country. There is Gateway of Nepal which is a transit place for the visitors for going to Nepal and coming to India. This gateway of Nepal is Raxaul. The hon'ble Minister is well aware of the situation of this place. The work of gauge conversion of Mujaffarpur-Raxaul section of this railway line was completed in March 1995 and now the Mithila Express operates on this line thrice a week. There has been demand for years about conversion of this metre gauge line into broad gauge but when this line was converted into broad gauge, no long distance train was introduced. A large number of Nepali people come to Raxaul for onward journey to India and similarly Indian come in large number at Raxaul for visiting at Nepal. I would request him to introduce long distance trains from Raxaul the Shaheed Express, Delhi Mujaffarpur Express, Mujaffarpur-Kurla Express,

Mujaffarpur-Ahmedabd-Sabarmati Express should originate from Raxaul. I would also like to draw his attention towards unnecessary delay being caused in the gauge conversion of Sugauli-Gorakhpur line. The Sugauli-Narkatiaganj branch line was to be converted alongwith Mujaffarpur, Ruxaul line but this was not done. Similarly, the job which was to be completed by March 1996 was not completed. Now it is proposed to be completed by December 1997. I would submit that there is great resentment among Champaran population over this inordinate delay. He must take some steps in this regard also.

Motihari has been the headquarters of Champaran. The Nepal Taria and Hazipur-Champaran-Mujaffarpur-Sitamari areas are the most densely populated areas in the world. There is no overbridge at any place in Champaran town. I would request that overbridge should be constructed in Motihari and Ruxaul. When Mahatma Gandhi returned to India he visited Motihari first. The Motihari Platform has not been improved since British days. Various Sketches of the visits on different occasions of Mahatma Gandhi at Champram Platform are missing. What I mean to say is that this station should be modernise.

Now, I would like to draw his attention towards Mujaffarpur. The catering Position is very bad. He can himself verify it. I would also request that a railway link should be provided in the Buddhist circuit in Bihar. Vaishali, Kesaria and Areraj are the places of historic importance in Bihar and they are visited by thousands of domestic and foreign tourists. Lakhs of people every year to pay their obseciance. The 125 feet high stupa, which is the highest stupa in the world, is being constructed at Vaishali with the assistance of Japan. In spite of all these things no railway facility is available to the tourists and local people there. A direct railway track should be constructed from Hazipur to Sugauli via Lalganj-Vaishali-Kesaria-Areraj. This will benefit dozens of trade centres and historic monuments. This will also connect 11 blocks of East Champaran district and also those of Vaishali-Mujaffarpur area. This has a population of about 30 lakh and nearly 15,000 villages will get facility. This track also covers Buddhist circuit. I would request him to honour Vaishali which is the Mother of democracy by announcing the scheme for construction of the aforesaid new railway line, that is Hazipur-Sugauli railway line. I hope he will certainly announce the construction of this new railway line and with these words, I conclude.

PROF. I.G. SANADI (Dharwad-South) : Sir, I rise to support the Railway Budget presented by hon'ble Shri Ram Vilas Paswan. I appreciate his sensitivity towards social justice that has been reflected in this Budget. The railways are the milestone of our progress, development

and employment. They are the Symbol of our prosperity. The operation of Railways is continuous and we can compare them to the time which never stops. Railways are the very infrastructures of our development the hon'ble Minister has done a good job by announcing railway links to backward, under developed and tribal areas. I hope many of these steps will bear fruits and he had unlimited capacity to do so.

This is my maiden speech. I will refer to 4 points and take only 4 minutes. First, Hubli-Dharwad has a 111 year old workshop which has become a curse today. A Rs 38 crore development programme was prepared for it in 1994-95 but the same was cancelled. There was also a provision of Rs.22 crore for the procurement of new machinery. Those machines have not been procured. I would request him to take steps for the expansion of this workshop. It is a very efficient and capable unit and many upwards have been given to the workers of this workshop by the Railway Board. It has the capacity of building ICF bogies. It has very skilled workers who can produce 110 bogies per month. I would request him to increase the number of units. 200 units were provided for building wagons but only 150 are functioning. It used to employ 8000 workers which are now come down to 4000. There are 800 vacancies also. I would request the hon'ble Minister to fill these posts and give a new shape to and overhaul the workshop.

Second Point is that the hon'ble Railway Minister has said that Hubli-Ankola new railway track has been surveyed. I had been listening this statement for the last 4 years. The former Railway Minister had said that the survey report has been submitted to the Planning Commission but the same has not been given practical shape. In 1986, Prime Minister late Shri Rajiv Gandhi had visited Karnataka and said that there was imperative need for the construction of Hubli-Karwar railway line to ensure economic and industrial development of Karnataka. The present Prime Minister Shri Deve Gowda was present there. What he had said, I would like to quote and I quote.

[English]

"It is the longest desire that the Hubli-Karwar Line should be included in the Eighth Plan."

[Translation]

It is a general accusation that whosoever becomes the Railway Minister, he thinks for the welfare of his own area. The entire funds are diverted to that area. Paswanji is also being accused and Shri Sharief was also accused that more money was allocated for Bangalore and Karnataka. I would like to again quote

the present Prime Minister about his views on the Development of railway in Karnataka and I quote :

[English]

"Karnataka has given five Railway Ministers but unfortunately the State of Karnataka has been totally neglected."

[Translation]

This was said in this House. The sense of neglect that had entered his mind was an indication of what he had said and I quote:

[English]

"I would like to caution that we would have no option except to start a peaceful agitation against the Central Government and fight for the justice."

[Translation]

This is how he expressed his sentiments and I would like to tell him that we are aware of the difficulties that will arise out of the agitation likely to be launched but the agitations give strength to Paswanji. Impossible gives him a new strength. Nothing is impossible for him.

Thirdly regards creation of new zones, we thought that the South-Western Zone would be created at Hubli. The then Chief Minister Deve Gowda Ji had also said that it will be created at Hubli. I am not asking this as a favour because Bangalore has expanded so much that it doesn't have adequate water and electric supply nor adequate means of transport. I want to save the Garden City. The Railways have enough surplus land at Hubli. If this zone is setup at Hubli, I think Paswanji will be remembered for ever. My last point is that after the Bangalore-Mumbai link conversion, 16 trains were given but no train has been given after the conversion. Miraj-Bangalore line. Then, what is the use of converting this line? Would request that an Express train should be operated on Bangalore-Mumbai-Hubli-Miraj line, another train should be started between Hubli and Hyderabad. Hubli and Ahmedabad, Hubli and Madras via Tirupathi. We have Bangalore - Karnataka Express which operates daily from Delhi. I propose this Karnataka Express should be operated via Una-Miraj-Hubli on alternative days. This will greatly benefit the people of this area.

Lastly, I would request him to pass orders for opening a college at Hubli because railway employees live there in large strength and they have college going children. The sports activities are no more there. So I would request him to provide a sports stadium to encourage sports activities and also provide funds for this purpose. This is a very good Budget brought by a

very good Minister. I support it and thank you for giving me time to speak.

SHRI NANDKUMAR SAI (Raigarh) : Mr. Chairman, Sir, I don't want to go into the merit and demerits of this Railway Budget. I feel the hon. Minister has done a good exercise in preparing this budget. He had little time. He has tried to give a new look to a sick woman, that is, he has sought to give a new touch to the old budget. I will not take much time. There is no need to make a long speech. I would like to put forth some problems of my constituency. I want that in Ranchi-Lohardaga-Tori line should be extended upto Bailadila which is proposed to be constructed via Dalli-Rajhara-Jagdarpur.

06.00 hrs.

I am stressing these demands because I wish him success in the implementation of whatever projects he has included in his budget documents. I hope he will be able to implement these proposals. The important thing is implementation and not the period taken in implementing the projects.

I do not want to repeat whatever has been said about the Railway Ministry but I want to know why the railways run in loss when there is no competitor of it! We have the example of bus operators. A poor man starts with an old bus and in 2-3 years' time he reaches the position of purchasing many new buses. Then what are the reasons for losses in Indian Railways? Many hon'ble members have suggested that pilferages and other irregularities in railways should be checked and if this is done, I hope he will not have to look at the face of Finance Minister for financing rail projects.

We have many trains in Chattisgarh region and the Chattisgarh Express operates upto Bilaspur which is the Railway division but I would like this train to be extended upto Raigarh. There has been a long standing demand for creating a terminal at Raigarh. It does not involve huge amount. I am making this lone demand that a terminal should be created at Raigarh during this current Budget so that all the trains now terminating at Bilaspur could terminate at Raigarh and the entire Chattisgarh is linked.

Now I would like to draw your attention to an important matter. Bilaspur is the most backward, most oppressed and most poor region. The railways have 58 divisions in total and Bilaspur gives the maximum revenue. The new zones declared recently were not implemented because of Bilaspur. I do not know how he skipped over Bilaspur this time also while creating new railway zones. India has a total of 61985 kilometerage rail route and Bilaspur is the fourth distance wise. The South-Eastern railways has 7115 kilometer route while Bilaspur has only 1127 kilometer route and this division gives maximum revenue. The

income of this division amounts to Rs.76 lakh per kilometer as against the national average of Rs.13 lakh per kilometer.

Sir, we have a very long standing demand. He presented the Railway Budget on the 16th and our entire division is agitated from the same day. People are courting arrest, *bundus* are being observed and all the educational institutions are closed. So, I would request him to include in the present budget, the proposal for creating a Bilaspur Railway zone. I will request him not to allow the situation prevailing in our area to be worsened and find some way out in this regard.

We have mineral wealth in abundance in Chattisgarh region particularly in Bilaspur area. This area is predominantly inhabited by SC, ST and backward classes. I fail to understand why the railway zone was sought to be transferred from there. A conspiracy is being hatched to dilute the historical importance of this area. If this zone is shifted to Raipur or Katni the people of the area will never forgive him.

Mr. Chairman, Sir, the Rourkela, Durgapur, Tata Nagar and Bokaro steel plants are directly connected to Calcutta but there is no direct train from Bilai. I would therefore, request that a direct link should be provided from Bilai and provision be made in this current Budget. It will prove to be very profitable. One of my friends has already made a demand for this. I have not taken much of your time but I would like that the conspiracy about his zone should be exposed and we should be given a railway zone.

MR CHAIRMAN : Please conclude

SHRI NANDKUMAR SAI : I am concluding Sir. You are occupying the chair and so I have no worry. I have not been done any favour. I am speaking with your permission. I have put up small demands but the creation of zone is a major demand. I request the hon'ble Minister to fulfil this demand. I will take a little more time. It will be difficult to translate into action the proposals included in the Budget documents. I recollect a song from a film 'Kitobon main chapte hain Sahas ke kisse. Haqeeqat Ki duniya main Sahas nahin hai'. I would like him to see that irregularities are not committed and nothing should be done under pressure. (*Interruptions*) There is a verse in Sanskrit 'Aparikshen Kartavyam, Kartavyam Suparikshitam'. Everything should be done after thorough examination. I can say about Bilaspur that this has been done deliberately or under pressure from some quarter. He has not done it from his core of heart. I will therefore, request him to reconsider this. I will thank him for taking care of tribals and dalits in the Budget but the proposals should be given practical effect. This should not remain in books only. I hope he will do everything with

authenticity during his tensure. With these words, I conclude and thank the hon'ble Chairman ... (Interruptions)

PROF. RASA SINGH RAWAT (Ajmer): Mr Chairman, Sir, the railway network is the lifeline of the country. It is like the blood vessels of the body through which the blood of national integrity flows and it manifests the emotional integrity of the whole nation. It is our fortune that hon'ble Ram Vilas Ji is incharge of our Railways.

A new railway zone has been created at Jaipur in Rajasthan, it is his decision but the heart of Rajasthan is Ajmer which has been the symbol of communal, social and cultural harmony. It has religious and educational importance as well. Ajmer has been the place of freedom struggle.

The first B.B. and C.I. railways was introduced in Mumbai and second place was Ajmer. Railways have huge property in Ajmer. They have big office buildings, colonies, grounds, loco-carriage ground. Thousands of railway employees live there. It would have been more appropriate if the headquarters of proposed zonal office would have been set up at Ajmer instead of Jaipur. Sir, through you, I would like to request the hon'ble Railway Minister to reconsider this decision and set up zonal headquarters at Ajmer instead of at Jaipur.

Sir, he has proposed conversion of Delhi-Ahmedabad meter gauge line which connects two state capitals to Delhi into a broad gauge line.

I would like to congratulate the hon'ble Minister for delivering his Budget speech in Hindi for the first time.

Sir, the railways had formulated a policy of unigauge system for the whole country that is, all the railway lines will have the same gauge and it was a very vital decision. Rajasthan got the maximum benefit out of it because it had remained neglected previously for many years and I hope this decision will not be left half implemented. I will request him to continue this policy so that the ongoing conversion work in Rajasthan is completed and there is uniformity throughout the country. This will help Rajasthan leap forward and to come in the main national stream. It can work in unison with other States. I have read a statement of the hon'ble Minister in the Press that there is shortage of wagons for unigauge. So I will request him the job of building wagons should be accorded high priority. I wish the statement is proved wrong and the unigauge system comes true.

Sir, the work of conversion of the railway track which connects Delhi with two State capitals and also the Delhi-Ajmer Sharief and Ahmedabad track should have been completed by now but every year lower budget allocation is made for this purpose and for this reason, the work is logging behind. I would request the hon'ble

Minister to take up on war footing the completion of gauge conversion of Ajmer-Mehsana line. Maximum budget provision should be included for this purpose. I should be ensured that there are no obstacles in the smooth operation of traffic in Ajmer while the work of conversion is in progress.

Sir, during his visit to Ajmer, the people of Ajmer had put up a demand to him that Jaipur-Jammu Tawi Puja Express should be extended on broad gauge upto Ajmer because until Vaishno Devi is linked a Pushkar and Ajmer, the religious sentiments attached to these places will not be realised. The hon'ble Prime Minister has given us an Ajmer-Jaipur link express train which makes one trip between Ajmer and Jaipur daily during day time and the Jammu-Tawi train steams of just 5 minutes after the arrival of this Link Express. The passengers of this Link Express hardly get time to purchase ticket and catch the Jammu-Tawi train. I will therefore, request that arrangements should be made at Ajmer for booking tickets for Jammu-Tawi and stations falling in between because with this arrangement the passenger will not be required to get down and purchase ticket at Jaipur. It would have been still better if Jammu-Tawi Train originates from Ajmer itself.

There is need to convert Khandva-Kanchi metergauge line into broad gauge. He had already ordered a survey of this route. However if Ajmer-Bhilwara-Udaipur-Chittorgarh and Khandva line is converted into broad gauge and linked with the broad gauge there it will be more convenient for the commuters. Neemach Rattam-Khandva can also be linked with broad gauge. Ajmer should be linked with Hyderabad and Madras broad gauge line. Sir, I seek your protection so you have been extending corporation in conducting the House the whole night. We have also been maintaining the decorum and obeying the chair. A large number of passengers from Ajmer go to Uttar Pradesh. Lakhs of passengers of Uttar Pradesh come to visit to Ajmer Sharief and Pushkar. The Bandikui Agra fort metergauge line is lying closed because of its conversion into broad gauge consequently the Agra Fort has been closed and people from UP have to travel via Delhi. He has introduced a Bareilly-Delhi-Ajmer Train but it operates once a week. It should be run thrice a week. Similarly the Link Express train which makes only one trip should make two trips and operate early in the morning from Ajmer to Jaipur and should return to Ajmer in the evening. This will reduce the traffic pressure on National Highway No 8 and also check accidents which occur frequently. People who travel by bus or trucks sometimes meet with accidents. There is always rush of passengar traffic because of the location of Dargah Sharief in Ajmer. He should therefore pay special attention towards Ajmer.

There was perhaps a proposal to make commercial use of the surplus railway land throughout the country but the same has not been pursued. I would suggest that the railway department should consider making commercial use of its surplus land.

A new train should be started. Ajmer will also be linked with hills. Thousands of pilgrims go to Haridwar for having a holy dip in the Ganga and they are required to break their journey and stay at Delhi. They experience a lot of difficulty this way. So, it is necessary that a direct train is introduced between Ajmer and Haridwar which will link various parts of Rajasthan.

There is another problem which we have to face. All the meter gauge trains terminate at Sarai Rohilla in Delhi. The passengers are required to shell out large amount of money for reaching old Delhi Station, so, a broad gauge night train should be operated between Ajmer and Delhi which should arrive Delhi in the Morning and similarly it should start from Delhi in the evening and reach Ajmer the next morning. This should operate from Delhi station. Otherwise the passengers have to get down at Sarai Rohilla and then go to Lal Qila and Chandni Chowk by incurring extra expenses. No train is operating from Old Delhi Station. All the broad gauge and Metergauge trains either originate from New Delhi or from Sarai Rohilla Via New Delhi.

Now I would like to highlight three points of national importance which are connected with railways. The railway administration should be made more efficient to ensure better operation management of railways. It will generate considerable revenue. What I want to say is that the average speed of goods trains has been 22-23 km per hour during the last 10 years. Thousands of crores of rupees are spent in the name of modernisation, technical programmes, fast speed engines, augmentation of track capacity etc. but the speed of goods trains remains the same. And therefore, if it is possible to increase this speed by 5 km per hour it will ensure greater movement of goods traffic and increase railway revenue.

There are many passenger trains in operation as a result of which the goods trains have to stop at many places. More attention is being paid towards passenger trains. I would be better if more attention is paid to the efficient operation management of goods trains.

An accident had occurred at Ferozabad in which thousands of passengers were killed (*Interruptions*). I am not talking of accidents. What I want to say is that a small error caused this accident. The inquiry revealed that it was because of human failure and I suppose 80 percent accidents take place because of human failure. These days the technology has advanced so much. Still hundreds of people are killed suddenly in the accidents caused by human failure. Ferozabad had a train circuit

equipment and a decision had been taken for its replacement. But that remained on files only and the end result was such a devastating accident killing 400 human beings. The Commissioner of Railway Safety had conducted an inquiry who submitted the inquiry report to the Chairman of the Railway Board and held officers guilty of the accident. But no action was taken and a petty railway employee was removed from service. This should be looked into.

I would like to make a submission about promotee officers. A committee namely the Tandon Committee was appointed to give report about the distinction between the direct recruit and promotee officers. The report was submitted and recommendations made-

[English]

Removal of distinction between those promoted from ranks and the directly recruited officers.

[Translation]

Not only this, the Railway convention Committee of Parliament had in its seventh report submitted on 23.8.94 recommended removal of this discriminatory policy-

[English]

The Committee strongly recommend that this two fold classification of the officers should be done away with.

[Translation]

This recommendation was not implemented. The railways have tremendous capability still discontentment is breeding among officers and their progress had been hampered. This has also to be taken care of. The technical impediments should be removed.

I would make yet another submission. Plantation on either sides of railway lines should be encouraged. This will improve environment and create a scenic beauty along railway tracks.

SHRI RAM KRIPAL YADAV (Patna) : Mr. Chairman Sir, I am grateful to you for giving me an opportunity to speak. At the outset I rise to support the Railway Budget. I on behalf of millions of countrymen and my own behalf want to express special gratitude to the hon'ble Railway Minister Ram Vilas Paswan ji.

Bihar is a backward State where 56-58 percent population lives below poverty line. This State has remained neglected for years, while it is said that Bihar is full of mineral wealth. All kinds of minerals are located there. The Centre has done the job of earning revenue from Bihar. Bihar has remained neglected from all angles, particularly from railway angle but the hon'ble Railway Minister has taken up the gauntlet of meeting the hopes

and aspirations of Bihar and various parts of the country for which I want to congratulate him. This Budget has been prepared keeping in mind the requirements of the whole country. There are other States which are backward and neglected like Bihar. The hon'ble Minister has included provisions in his Budget for carrying out development works in these areas on priority basis. So the allegations that the Budget has been made for Bihar in particular and that other States have been neglected are totally false and baseless. This is a balanced budget. All the hon'ble Members should support it. Many commitments have been made despite limited resources. However, the hon'ble Minister has to do many more things.

I hope that the future Railway Budgets will meet the deficiency in respect of Bihar which has not been met by this budget. Now I would like to draw hon'ble Minister's attention towards my constituency, Patna. Many demands of Patna have been met. He has decided to operate Rajdhani Express from Patna because there was no super fast train from Patna. There train will operate twice a week between Patna and Delhi and Patna and Madras and thrice between Patna and Mumbai. I would request his to operate these trains daily. The modernisation work is in progress at Patna Junction but the speed is very slow. There is heavy passenger rush at Patna Junction but the railway station has limited space. Therefore, the Patna Junction should be widened as soon as possible. However, the work has already started. A large number of railway employees reside in Danapur. The condition of their colony, their quarters and hospital is very bad. There is only one hospital for these employees. This hospital has a great importance for these employees but because of lobbying between employees and doctors, the hospital is badly infested by corruption. No proper treatment is given to the employees. I would request him to make this hospital corruption free. The quarters of officers and employees should be repaired and maintained properly. The water stagnates in front of their houses and the road develops patches. All these problems should be attended to.

The Patna Sahib which is the birth place of Guru Gobind Singh and is also a business centre is located at a distance of hardly 5 km from Patna junction. Many stations have been developed but Patna Sahib railway station has not attracted the attention of the Railway Minister. This station is in a very bad shape. I would request him to improve this Patna Station because many domestic and foreign tourists visit this place. This station should also be provided computerised booking facility.

Many members have made a reference of passenger trains and I would not like to repeat what they have already said. India is a country of villages and is a poor nation. The poor passengers who travel by passenger

trains also belong to this country. The passenger trains have not arrangements of light and drinking water. The toilets remain stinking, glass panes of windows are broken. No sets are available for sitting. Sir, would through you request the hon'ble Minister to improve the condition of passenger trains so as to benefit the common commuters.

There is a railway level crossing at a prominent mohalla Ranipur between Patna City and Patna junction where accidents takes place every year. This level crossing is unmanned, so I would request him to man this railway crossing to obviate the possibility of accidents. I congratulate the hon'ble Railway Minister on behalf of crores of people of Bihar for presenting a very good budget which will create a history in the coming years. With these words I thank you and all the other hon'ble members who allowed me to speak uninterrupted.

SHRI BANWARI LAL PUROHIT (Nagpur) : Sir, I rise to express my views on the Railway Budget. The hon'ble Railway Minister in his speech said that he has paid special attention towards backward and poor people. I do not oppose the development to be taken up in Bihar. Bihar is a backward State but there are other backward areas also in the country. The Vidarbha region is the most backward whose villages have no roads even. But I am sorry to say that he has given nothing for Vidarbha. I think he forgot Vidarbha while preparing Budget. The development of our country depends on road transport and rail transport. The railways have greater importance so far as economic progress is concerned. So I will request him to pay special attention to this aspect.

Sir, Nagpur is the center point of India. He perhaps knows that Nagapur is the Zero mile of North East West and South and the historic zero mile stone is in Nagpur. The control point of India has been totally ignored. I request him to take care of this.

SHRI RAM VILAS PASWAN : Please tell me what should I do?

SHRI BANWARI LAL PUROHIT : Many projects can be taken up for this place. Nagpur was the capital of erstwhile C.P. and Bihar State. Now it is a very backward region. There is no place for stay for the people there. The former Minister had promised provision of a Yatri Niwas and I request him to inaugurate this Niwas at an early date.

The overbridge is also as old as hundred years and as far as my knowledge goes, the Britishers had written to the Railway Ministry that this bridge could cave in any moment and that they would not be responsible for this. I would request him to get this bridge inspected and construct a new bridge keeping in mind the safety of the people. This my special request.

for Nagpur. I got this bridge surveyed earlier. I was a Member of Parliament from 1984 to 89 and then from 1989-91 and at that time I had requested that a local train should be operated from Kanhan to labour Hingna Industrial Estate. The track is already available and not much expenditure is involved. We have got it surveyed and it is found to be viable. I am demanding this train in the interest of labourers. The track requires a minor strengthening occurring to the then DRM. This should be looked into. Nagpur has on historic importance and Revered Baba Saheb Ambedkar received his education here. I invite him to visit Nagpur. It is also a place of pilgrimage of Buddhists. I will request him to start a new train between Nagpur and Gaya. Even beyond Gaya because Parasnath is a place of pilgrimage of Jains. He should create a new history by introducing this Nagpur-Parasnath train. Many trains like Mumbai Calcutta, Bangalore, Madras, Hyderabad to Delhi and Amritsar and Jammu pass through Nagpur but many of them do not have reservation facility. I do not know why reservation has been stopped for Nagpur in many trains. I would request him to look into this aspect also. We are a poor country and there will be not blot on his personality. During the last a new craze for railways has been going on for introducing superfast trains, fast trams, Rajdhani and Shatabdi trains and they have many air-conditioned bogies but the common man, the main ingredient of this country, the poor has been neglected, has been ignored. I would request him to attach maximum number of 3 tier general bogies to provide maximum facilities to the poor passengers. As regards goods traffic, the railways consider their accountability only in matter of earning money but they must know they have a social obligation also. The small traders, the small scale industrial unit holders who need one or two wagons have been ignored totally during these years and emphasis is laid on supplying rakes only. The indent for small wagons is totally closed. He will have to change the policy in respect of small scale industries. He must ensure that small traders, cottage industry owners stand on their own feet. They are being ruined because of the faulty policies of the railways. The surface transport freight is very high. I therefore request him to change his policy about goods traffic as far as small traders are concerned.

Nagpur has two railway divisions-Eastern Railway and Central Railway division. It is a central place and if possible I would suggest that a railway zone should be created there. This will ensure progress of adjoining areas. Everybody is demanding a railway zone but I am making this demand after making due analysis. There is demand for a railways zone at Jhansi, Jabalpur, Gwalior etc. (Interruptions) I have given this suggestion after giving a deep thought to this proposal. He may consider this seriously if it appears to him to be a viable proposition.

We had an office of GM, electrification which has been shifted to Allahabad. 100 to 150 employees of this electrification office are also proposed to be transferred. This is an insult to us. I have written a letter to him in this regard. Much work remains get to be done there. 10 to 15 jobs are to be completed. I would therefore request that the office connected with electrification should not be shifted.

Lastly, I would give him a personal suggestion that he will have to bring about more efficiency in the railway department. He will have to work with a heavy hand and should not allow complacency. He had already said in his Budget Speech that he is monitoring all the super fast trains and it is a matter of gratitude for us. But so far no perceptible improvement is seen. Corruption is still rampant. I had given a corruption case of Nagpur to him. I would request him to inquire into this case because corrupt practices are being indulged before our eyes. They charge Rs.50-100-150-200 per berth. The TT takes this bribe before our eyes. The position of reservation is not good. Same is the case with the booking of rakes. The traders come to me and complain that no rake is booked without bribery. I would like him to check all these things. He should provide a corruption free and clean railway administration.

I appreciate his steps to privatise the job of cleanliness in the railways but he must exercise control and check over them. We welcome privatisation and desire that automatic machines should be used for ensuring cleanliness. But he must have complete check over them. Although he had handed over the catering system to private contractors but there is no perceptible improvement in the quality of meals. This has also to be taken care of. I am in the habit of taking meals in railways and I purchase my meals. I want that the catering arrangement and the quality of food must improve. We are his well wishers and our blessings are with him. May the conditions of railways improve, corruption abolished under his able leadership. He will have to work hard to improve the railways in every respect with these words. I conclude.

SHRI HANSRAJ AHIR (Chandrapur): Mr Chairman, Sir, I do not think that the Railway Budget presented by the hon'ble Railway Minister is meant for the whole country. When I went through the Budget papers, I found that the hon'ble Minister has taken care of only these areas where his party is in dominant position. He has squeezed the dimension of the country in his Railway Budget. In my opinion, the present Railway Budget is most imbalanced and it does injustice to Maharashtra.

I have been elected from Chandrapur constituency of Maharashtra. My Constituency comprises of Chandrapur and Garhchiroli Districts. Railway facilities have been available in Chandrapur district since British

days and because of this it has developed considerably and many major industries have come up there. But still there is lack of reservation quota of Ballarshah and Chandrapur Stations and also number of stoppages. All the trains operating between Delhi and Madras and Delhi and Hydrabad pass through this route but all the trains do not stop at Chandrapur Station although it is on the main line. Chandrapur has a population of 3.5 lakh and there are 30 coaleries and 14 major industries, and because of which big industrialists, traders, labourers from all over the country come and stay here. They face great difficulty in getting reservation for going to their native place. They are greatly inconvenienced for want of waiting rooms because all the trains do not stop there. I request the hon'ble Minister to increase the quota for Chandrapur and Ballarshah which are two major stations of my constituency. Stoppages for Andhra Pradesh Express and Kerala Express must be provided at Chandrapur Stations. A large number of coal workers from Andhra Pradesh live at Chandrapur. The trains which come from Hydrabad terminate at Kagaz Nagar. For example Bhagyanagar train terminates at Kagaznagar. This train should be extended upto Ballarshah to facilitate convenient travel to the labourers coming from Andhra Pradesh, the Coaliary employees, many officers and workers who come from Uttar Pradesh and Bihar. The Bilaspur, Gorakhpur-Varanasi Train operates once a week. I demand this should run twice a week.

Second, we have Gadchiroli district in my constituency. It has no railway facility. 80 percent of its population is tribal. There is no industry and the Naxalite movement is catching up taking advantage of unemployment situation. We have to extend justice to our tribal brothers. Mineral wealth is available there in abundance for setting up industries but the industrial units are not coming up there because there is no railway line. We can set up many industries based on Copper, Zinc, Limestone and many other minerals. 100 years ago Late Jamshedji Tata got a survey conducted in Gadchiroli District and had expressed the desire of setting up of an iron based heavy industry but it could not be set up. Surajgarh has large deposits of iron ore which has remained unexploited so far. I would request the hon'ble Railway Minister to lay a railway line there so as to attract big industrialists to set up their industries in this area. We can increase our economic activity through rail services. Mumbai is the Capital of Maharashtra and it has no direct railway link with Chandrapur. Chandrapur is the border district having boundary with Andhra Pradesh. I would request him to start a new train from Ballarshah or Chandrapur to Mumbai so that the Adivasis and poor people of Maharashtra get the facility of visiting their Capital city. Some years ago the work of conversion of narrow gauge into broad gauge was taken up. I would request that a

new railway track should be constructed from Badsa to Armori and Gadchiroli so as to link Gadchiroli district with all the railway lines. This will provide justice to Gadchiroli district.

The hon'ble Minister has announced a new norm where under a station selling more than 300 tickets will get computerised reservation. Chandrapur is my Constituency and it has Ballarshah, Chandrapur and Baroda-three railway stations and immediate steps should be taken to provide computerised railway facility at these stations. I would once again urge upon the hon'ble Minister to provide stoppage at Chandrapur railway station for the trains I have mentioned earlier. There is also need for renovation and beautification for Ballarshah and Chandrapur railway station because they have not been improved since the days of British rule.

I would like to point out some of the problems of my constituency. We are inviting multinational companies to our country and because of this the petty vendors who sell tea, juice etc. at railway stations are losing their jobs because these multi-nationals have set up very attractive stalls of Pepsi, Nescafe or other soft drinks. The multi-national companies are now dominating railway stations also and our poor vendors are being rendered jobless. I would request the hon'ble Minister to look into this problem also and take steps to remove these attractive stalls set-up, although they may be incurring losses by those companies. With these works I conclude.

SHRI PUNNU LAL MOHLE (Bilaspur) Mr Chairman, Sir, I will not make a long speech but would like to attract the attention of the hon'ble Minister towards the Bilaspur district of Madhya Pradesh. Bilaspur is a predominantly tribal area from where I have been elected. It is a reserved seat. There was a demand for creating a railway zone at Bilaspur and I would like to dwell in the requirements for creation of this zone. The Bilaspur railway division has set up a record of 40 million tonne loading which accounts for 12 percent of total loading of the Indian railways. 5000 to 6000 wagons are loaded in this division daily and this is contributing a revenue of Rs. 807 crore and is giving a net profit of Rs. 78 crore in the total income of railway which amounts to 20 percent of the total profit. Bilaspur division has full right to demand a railway zone because it has contributed a lot for the economic development and for the development of the railways in the country.

Bilaspur division fulfils all the standards and norms laid down for creating a railway zone by the Government of India and the Planning Commission. Bilaspur is a forceful claimant from revenue point of view, from administrative point of view and from infrastructural point of view. Adequate land is available at Usalpur, Dadapara

and Rollora for setting up a Zonal railway office. Therefore, I would remind the hon'ble Railway Minister that the railways lost the property worth Rs. 100 crore in the course of agitation launched in Bilaspur on 15th January 1995 demanding creation of a Railway Zone at Bilaspur. It is in the records of the Railway Board and discontentment is still breeding there. Six new zones have been set up. The agitation still continues there and thousands of people are courting arrest. There is apprehension of large scale loss of men and material. Therefore, I request the hon'ble Minister to set up a railway zone in Bilaspur. It has fulfilled all the conditions.

The hon'ble Minister had visited Bilaspur a few years ago and had given an assurance for setting up a railway zone there. His name is Ram Vilas (Paswan) and I would like him to set up a Railway Zone at Bilaspur. All the formalities have been completed. It is a tribal area. He himself belongs to Scheduled Caste. I am also a member of Scheduled Caste. All the formalities have been completed and still my demand has been overlooked. I would request him to make a provision in this Budget for this purpose and make an announcement.

The P.R.S. computerised reservation system at Bilaspur should be linked with Mumbai and Madras. This will ensure reservation facility to the common man of the entire State.

Adequate facilities are not available in second class and general bogies of passenger trains. There is no drinking water, no fan, no light and toilets are stinking. He must order stringent action against the complacent maintenance staff.

The general category passengers whether they belong to labour class or backward section or poor section experience great difficulty in their travel for want of adequate number of general trains. If they unknowingly occupy 3-tier reserved bogies, they are fined and locked up. Therefore, one or two additional general bogies should be attached to every train. Regarding godowns, there is lack of adequate number of them. Chemical fertilisers etc. are supplied to farmers through goods trains. The fertilisers are not being imported in adequate quantities at present. I would request that the number of goods trains should be increased and reservation facilities should be provided to ensure movement of maximum quantity of fertilisers at district level to make timely supply of fertilisers to the farmers.

Regarding catering services, it has now been entrusted to contractors. The meal consists of 4 small puries, one small bowl of rice and a little vegetable which is sufficient only for a child. I would request the hon'ble Minister either to introduce 'full thali' system as

is obtaining in hotels. I belong to Chattisgarh. Two plates are not enough to extinguish my hunger. If we talk of rotis it costs Rs. 16. He should ensure that full meal is given for Rs. 16 or full plate rice with purees or chapatis should be served but the quantity should be sufficient to fill the belly. The economic condition of common man is not improving. The influential people are making good capital. The meal costing Rs. 5 being sold for twice or thrice the cost. Neither the labour class nor the other people are satisfied with this meal. The fertiliser or food grains lie at platforms during rains and get rotten for want of adequate godown facility. The goods are moved by wagons which remain stationary and nobody claims them. I would suggest that either a straw roof or a plastic roof should be provided over the grains, otherwise it will affect the economic condition of thousands of people. The goods of many consigners are stolen. Therefore, it is imperative to make proper maintenance arrangements in this regard.

He has made some references in his budget about handicapped persons for whom some reservations have been made. I would suggest that they should be given at least 5 percent reservation and I would like to propose some amendments in this regard.

7.00 hrs.

After handicapped these categories should be added, namely, oppressed, suppressed and orphans, so that the sick people also get some assistance. When I was a Legislator, I was travelling with a person suffering from heart disease and when he felt pain there was nobody to attend to him. That is why I suggest that such persons should also be given reservation so that they receive proper, timely treatment.

There is no arrangement for medical services in the trains. He must ensure emergency medical facility of railway stations such as injections, life saving drugs etc.

There should be a computerised reservation system in Bilaspur division for Mumbai and Madras and seats should be reserved only through computers.

I hope he will cooperate with us in matter of setting up a railway zone in Bilaspur division.

SHRI BHANU PRATAP SINGH VARMA (Jalaun)
Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I would also extend my limited thanks to the hon'ble Railway Minister. I cannot extend full thanks to him because of certain deficiencies in the Budget. He has given top priority in his Budget to the development of North-Eastern States and has totally neglected our backward region of Bundelkhand. Kaunch-Jalaun new railway track project has been pending for several years now. It had been surveyed in 1977 during Janata Party rule and earthwork had been

completed. I don't know how that file has been misplaced. I would request him to include provision for the proposed Kaunch-Jalaun railway line. The Agra-Chapra mail train should be run from Delhi and extended upto Barauni via Hazipur. It will connect dozens of stations and also the eastern region.

He has not increased the fare upto 200 Km for Express and Passenger trains but 5 percent hike has been proposed beyond 200 Km. This is injustice to the poor people. A poor person or a labourer who comes from Jhansi to Delhi for medical treatment has to cover 500 Km distance and therefore he will be required to pay more for the fare. I propose this distance of 200 Km should be increased to 500 Km so that the people of my area are benefitted.

Sir, there is no passenger train after 13 00 hours on Jhansi-Kanpur line and the passengers have to wait for 7-8 hours at Jhansi. So I will request that some passenger train should be operated in between so that passengers from Jhansi could travel towards Kanpur. In his speech he has promised manning the unmanned railway crossings. There is a railway crossing at Chonk Village near Kalpi on Kanpur-Jhansi line where 4-5 persons were killed in an accident when a tractor collided with the train. I would request that this Level Crossing should be provided a gate and be manned so that the Villagers are able to cross the lines safely.

SHRI MOHAN RAWALE (Mumbai South-Central)
Mr. Chairman, Sir, the hon'ble Railway Minister had visited Mumbai but he did not see the railway coaches nor the railway commuters. In 1951 the strength of railway commuters in Mumbai city was 8 lakh when the total population of Mumbai accounted for 30 lakh. Today Mumbai has a population of more than 1 crore and the strength of railway commuters is beyond 60 lakh. But the number of trains is comparatively for less and the daily commuters are compelled to travel by hanging around bogies. One person falls from train and dies everyday. In suburban trains operating from Mumbai city bogies have a capacity of 1730 passengers while in effect 4000 commuters travel by these bogies. I would demand that an autonomous Suburban Railway Corporation should be set up for Mumbai. I have many complaints with me. He is going to provide a Metro Railway. I suggest instead of that a prallal railway line should be provided. The Metro railway is not fully operational in Calcutta. He can get space for constructing parallel railway line. Similar system obtains in London and other countries. I would request him to inspect harbour line trains and experience the journey thereof. He will come to know the fifth these trains are full of. It appears that people travel in these trains by risking their lives. The bogies have no windows. The electric switches leak. There is no light. He has not endeavoured to provide these facilities.

An accident took place at Kandivali and I would like that the dependance of those Killed in this accident should be given employment in the railways. If he fails to give an assurance in this regard, we would not allow this Budget to be presented. We are not seeking priority in employment in Bengal or Bihar. We seek priority in our own State.

They have accepted three language formula. I would request him to pay attention to Marathi Language also.

SHRI RAM VILAS PASWAN : I would order the use of Marathi, Urdu etc.

SHRI MOHAN RAWALE : I demand that Marathi language should be given priority. The windows of booking offices at railway stations are generally small. They should be widened and separate counter should be provided for women. The number of EMU ladies special on Central railway and Western railway should be increased during peak hours.

There is need for lengthening and widening the foot bridge at Parel. One or two persons are killed daily in the accident in the absence of an overbridge between Sivri and bus terminal. An overbridge must be provided there. A footbridge is necessary from Chichpokali to Lal bagh gas company to Dilai road to labour gymkhana. A bridge should also be provided over the dock yard road.

The Kho-Kho sport has been recognised by the railways. I had been informed by Shri Kalmadi ji in reply to my question that Kho-Kho has been included in the national sports of railways. Why does Railway Board not accept it? I request him to form a Kho-Kho team and develop the Parel Sports Stadium. I will also request him to accord priority in this regard to the people of Maharashtra.

I thank you for giving me an opportunity to speak after so many Members of my Party have spoken.

MR. CHAIRMAN : I along with you Congratulate him. We have had a historic discussion on Railway Budget today and it is a record. During discussion on Railway Budget in 1993 we sat upto 6 25 hours in the morning and 69 hon'ble Members took part in the discussion. In 1995 we sat upto 2 29 hours and 93 Members participated in the debate.

(English)

We have started the debate on the Railway Budget yesterday. In 1996, 111 hon. Members have participated. I think that we are setting today an all-time record.

(Interruptions)

SHRI RAM KRIPAL YADAV : Hon. Minister always breaks record.

MR. CHAIRMAN : I wanted to participate. But nobody is there to relieve me. Shri Manoranjan Bhakta also wanted to speak. Everybody wanted to participate so we did not participate here. What I wanted to convey

to the hon Minister of Railways here is that you can call both of us in your chamber.

We have no trains in the Union Territories. Many have also not seen the trains in these areas. They have not benefited anything from the Indian Railways in the form of employment or any recruitment. Nothing of that sort has happened. Not only that, now everybody is coming to Capital - students, officers and cultural troops. Reservation is a problem for both the Union Territories, one is from Calcutta or from Madras or from Cochin to here. Problem of reservation is also there. The hon Minister of Railways may call both of us for discussion because when we wanted to participate but nobody is there to relieve us.

SHRI RAM VILAS PASWAN : We will take care of Lakshadweep and Andaman and Nicobar Islands. We will see that both the Andaman and Nicobar Islands and Lakshadweep are represented.

MR. CHAIRMAN : We convey our good wishes to you. We wish you all the best.

Now, the House stands adjourned to meet today at 11 a.m.

07.17 hrs. (26.7.96)

*The Lok Sabha then adjourned till Eleven of the
Clock on Friday, July 26, 1996/Sravana 4,
1918 (Saka)*