

LOK SABHA DEBATES

(English Version)

Third Session
(Thirteenth Lok Sabha)



(Vol. V contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

Thursday, March 16, 2000/Phalguna 26, 1921 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[MR. SPEAKER in the Chair]

[English]

OBITUARY REFERENCES

MR. SPEAKER: Hon Members, I have to inform the House of the sad demise of Sarvashri Pradyumna Bal and Sakti Kumar Sarkar, two of our former colleagues.

Shri Pradyumna Bal was a Member of Sixth Lok Sabha from 1977 to 1979 representing Jagatsinghpur Parliamentary Constituency of Orissa.

A journalist and writer by profession, Shri Bal was editor of 'Pragativadi', an Oriya weekly. He was also a member of numerous social, economic and cultural organisations.

An active social and political worker, Shri Bal took active interest in relief and reconstruction work at the time of natural calamities like flood, drought, cyclone etc. He worked relentlessly for improving the lot of the weaker sections of the society especially for the upliftment of the Scheduled Castes and Scheduled Tribes.

Shri Pradyumna Bal passed away on 21 December, 1999 at Bhubaneswar, Orissa at the age of 65.

Shri Sakti Kumar Sarkar was a Member of Fifth and Sixth Lok Sabha from 1971 to 1979 representing Joynagar Parliamentary Constituency of West Bengal.

Earlier, Shri Sarkar was a Member of West Bengal Legislative Assembly from 1962 to 1967. He distinguished himself as a Member of various Committees of the Assembly including Public Accounts Committee.

An agriculturist and pisciculturist by profession, Shri Sarkar was associated with the Kisan Movement in the State of West Bengal.

A man of letters, Shri Sarkar authored books on land problems and land reforms of West Bengal and contributed articles on the local dailies.

An able Parliamentarian, Shri Sarkar lost no efforts in raising the matters concerning the welfare and development of the under-privileged classes on the floor of the House.

Shri Sakti Kumar Sarkar passed away on 7 January, 2000 at Calcutta, West Bengal at the age of 70.

We deeply mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the deceased.

11.03 hours

(The Members then stood in silence for a short while).

11.04 hrs.

ORAL ANSWERS TO QUESTIONS

[English]

Installation of Secondary Surveillance Radars at Airports

+
*301. SHRI CHANDRAKANT KHAIRE:
SHRI RAMSHETH THAKUR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the airports that are equipped with the secondary surveillance radars system;

(b) whether the Government propose to instal secondary surveillance radars in all the airports in the country; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) A statement is laid on the table of the House.

Statement

(a) The airports at Delhi, Mumbai, Calcutta, Chennai, Thiruvananthapuram, Hyderabad, Guwahati and Ahmedabad are equipped with Monopulse Secondary Surveillance Radars (MSSR).

(b) and (c) No, Sir. However, MSSRs at airports of Nagpur in Maharashtra, Varanasi in Uttar Pradesh, Behrampur in Orissa and Mangalore in Karnataka airport at a cost of Rs. 81 crores are under installation and the project is expected to be completed by March, 2001. With the installation of these MSSRs, the entire air routes over Indian land mass would come under radar surveillance.

[Translation]

SHRI CHANDRAKANT KHAIRE: Mr. Speaker, Sir, hon'ble Minister has mentioned that surveillance radars have been installed in eight airports of the country. I would like to know how much amount has been spent on their installation and whether the purpose for which these are installed is fulfilled or not? I would also like to know whether these eight radars are functioning properly or not because despite their installation the incidents of air-crash and air-hijacking are occurring frequently at many places. At some places terrorists were involved in such incidents. As you have told, Purulia incident also took place. Many such aircrafts enter our country and try to promote terrorism. Through you, I would like to ask the Union Government why the purpose for which these eight radars were installed in 8 airports, has not been fulfilled so far? These incidents are increasing. The same factors are responsible for this situation. I would like to know whether the officials are given special training or not and what is the method of imparting that special training and what steps Government would take for the proper use of the radar?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): Mr. Speaker, Sir, in the first part of the question the Hon'ble Member has mentioned about Purulia incident and has also said that many kind of accidents are taking place. He has asked the names of the airports where the Monopulse Secondary Surveillance Radar System have been installed. This is a very perfect system for protecting the country from those incidents and in preventing them. At present these radars have been installed in Delhi, Mumbai, Calcutta, Chennai, Thiruvananthapuram, Hyderabad, Guwahati and Ahmedabad airports and in future it will be installed in the entire country so that no incident like Purulia and air-crash between two aircrafts near Dadri, could take place in future. There are still some places where this system is to be installed. Therefore, in order to bring the entire country under optimal security we are installing this secondary radar system in Nagpur, Varanasi, Behrampur in Orissa and Bangalore in Karnataka. After this, no part of the country will be left uncovered from the range of these radars. The feature of this system is that we will get information here itself as to the place and height at which the plane is flying and about the working of

transponder whereas in the earlier system which we had we used to receive only sign of it. To prevent such incidents, all airports of the country will be linked by March, 2001. In April the secondary radar system will be installed at Nagpur and it will be fully operational. This system will be installed at other places also by the end of March next year. It is not so that any employer has committed any mistake. In the earlier system we were receiving only dot. But in this new system if any aircraft collide against any mountain or two aircraft come very close to each other then we will come to know about it in the A.T.C. Chamber itself. I would like to submit that after the installation of this system, the feeling of insecurity may not be there among the passengers or other people. The concern which the hon'ble Member has expressed, the entire country would get rid of such problems and the incident like Purulia can never take place again at any cost. So far as Purulia incident is concerned, map was provided to them and it was having the permission of A.T.C. and this incident occurred due to absence of this system there. Now that incident cannot be repeated again.

SHRI CHANDRAKANT KHAIRE: Sir, I thank hon'ble Minister because he took initiative for introducing this system in Nagpur, Maharashtra. Since radar system is not powerful in Purulia and in other places therefore it is being installed in four airports. I would like to tell that in Maharashtra, Pune is called as Defence Airport.

[English]

MR. SPEAKER: The Minister has already replied to this point.

[Translation]

SHRI CHANDRAKANT KHAIRE: Sir, hon'ble Minister has mentioned about Nagpur, Varanasi, Orissa and Karnataka. What was the capacity at these four places and whether action will be taken in the entire country. I am concerned about it.

SHRI SHARAD YADAV: Sir, I have already told that this system has been installed in most part of the country and as regards others parts of the country it is not necessary as to which airport is equipped with this system. Its viability and place is considered so that every part of the country could be linked. It is not necessary that it should be installed in Pune and Nagpur. The remaining part of the country, border areas are under Defence and they have perfect system. Therefore, your concern about the country has been taken care of. I have already told you that this system has to be installed in the entire country. Therefore, the question of installing this system in this part or that part does not arise?

[English]

SHRI T. GOVINDAN: First of all, I thank you for the opportunity given to me on the last day of the Session. My supplementary is to some extent different from the main question. It is regarding construction of Kassargod airport at Kerala. The Government of Kerala has completed almost all the infrastructure facilities, acquired land... (Interruptions)

MR. SPEAKER: You should not deviate from the main question. It is not proper.

SHRI T. GOVINDAN: Sir, the Government is taking a negative stand. I would like to have an assurance from the Minister. I have already informed the Minister... (Interruptions)

MR. SPEAKER: No, it is not proper.

SHRI A.C. JOS: In the reply the hon. Minister has stated that in Thiruvananthapuram also the Monopulse Secondary Surveillance Radar (MSSR) facility will be established. Once Thiruvananthapuram has got this radar facility, it will serve Cochin also. Nedumbassery Airport is the first airport of the country which has been built by a massive popular support. It is one of the best and modern airports and has all the wherewithal for an international airport, especially when Thiruvananthapuram is connected with MSSR facility. Now, because of this facility international flights are operating to New York and other Gulf countries. Night landing facilities also have been recently established there. Kerala Government has requested a number of times to declare it as an international airport. The hon. Minister is well aware that one-fifth of Kerala people are outside Kerala seeking employment in Gulf and other countries. In the light of... (Interruptions)

MR. SPEAKER: There is always this problem in the Question Hour. Instead of asking supplementary, Members start making speeches.

SHRI A.C. JOS: Considering all these things, will the Minister be pleased to declare Nedumbassery Airport as an international airport?

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, the question which Hon'ble Member has raised is not related to the main question. In Kerala, there are two international airports and the airport about which the hon'ble Member has mentioned, we are considering it. We have to see its viability and that is under our active consideration.

SHRI RAJESH PILOT: Sir, this good facility is being provided at the airports. My question to hon'ble Minister is whether the airports, which come under the National Airport Authority, have the facility of instrument landing system? If the facility of instrument landing is not provided alongwith radar then it will be of no use. This system can prove more beneficial in those parts of the country where the weather conditions remain bad like north-eastern areas, Agartala, Imphal, Mohanbaadi, Dibrugarh. These airports have the facility of MSSR system, I would like to know whether these airports have the facility of instrument landing or not. If you remember, an air-crash took place in Imphal in which around 150 or 200 passengers were killed. The reason was that no radar was installed there. Now I have come to know that it has radar facility but it has no instrument landing facility even today. I would like to know whether the facility of Instrument Landing System and M.S.S.R. has been given to north-eastern States?

SHRI SHARAD YADAV: Whatever hon'ble Pilot Sahab has said is a right thing and certainly this system is related with security in the sky and on the ground. In north-east and in Jammu Kashmir, difficulty is experienced during bad weather and expenditure on fuel increases. The instrument landing system Cat-1 and Cat-2 has been installed. The stay granted in Delhi on the ground of pollution has since been vacated and work is in progress in this regard. We are making efforts to complete this work before the next Session of the Parliament at Delhi and other airports where difficulty has been experienced in the past.

SHRI ANADI SAHU: The hon. Minister in his reply has indicated that Berhampur, in Orissa, is covered under the MSSR system. Berhampur airstrip comes under my constituency. It is a non-operational airport. It has strategic importance. May I know from the hon. Minister, whether there is any proposal for converting non-operational Berhampur airport into an operational airport?

SHRI SHARAD YADAV: Mr. Speaker, Sir the hon'ble Member should be happy that Behrampur is covered under MSSR system and this is found to be the most suitable place. So far as the question of making it operational is concerned, I would like to say that several airports in the country are not yet operational. I admit that it is necessary and we are trying our best for a large expansion of Civil Aviation Services. Behrampur is an important place and it is necessary to make it operational.

[English]

SHRI M.V.V.S. MURTHI: Mr. Speaker, Sir, Visakhapatnam is a very important Naval base and a strategic point in the East Coast. It is the Headquarters for the East Coast Naval Base. It is nearer to the Far East and South East parts of the country. Keeping in view its strategic location, I would like to ask the hon. Minister for Civil Aviation, is there any proposal to make the airport operational with night landing facility and also equipped with MSSR system?

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, MSSR facility cannot be provided there, as this facility is provided from view point of requirement of the whole country. I agree with the hon'ble Member for the place mentioned by him. I will reply to it when discussion on it is held separately. I have already stated that it is a serious problem and we will look into it.

[English]

SHRI HANNAN MOLLAH: Sir, the hon. Minister has said that after covering some more airports with the MSSR system, entire country will be covered. But you know, Sir, in one extreme end, in Andaman and Nicobar Islands, Port Blair airport is there. This is also strategically a very important area. I would like to know from the hon. Minister will the entire Andaman and Nicobar Islands be covered by the MSSR system. Is there such a proposal? If not, will you equip Port Blair airport with the MSSR system?

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, so far as the question of the hon'ble Member in concerned Andaman-Nicobar is also covered under it,

[English]

SHRI SIMRANJIT SINGH MANN: Mr. Speaker, Sir, Amritsar airport is a very sensitive airport. A lot of hijacking takes place from this airport. I wish to ask the hon. Minister, through you, Mr. Speaker, whether there is any proposal to install the MSSR system in Amritsar airport? Is there any proposal to upgrade this airport into an international airport.

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, in context of the question asked by the hon'ble Member, I would like to say that Amritsar is already covered under MSSR system. So far as the question of declaring it an international airport is concerned, I would like to say that this matter will be taken up in the Cabinet and it will be declared as international airport soon.

[English]

SHRI SIMRANJIT SINGH MANN: Do I take this as a positive response that Amritsar airport is going to be upgraded to the status of an international airport?

SHRI SHARAD YADAV: I will talk to you separately.

Meeting of States Food and Civil Supplies Ministers

*302. *SHRI G.S. BASAVARAJ:

SHRI AVTAR SINGH BHADANA:

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

(a) whether the Food and Civil Supply Ministers of the North-Eastern States, West Bengal and Sikkim met recently to discuss the problems relating to the Public Distribution System;

(b) if so, the main subjects discussed therein and the decisions taken thereon;

(c) whether any discussion regarding pilferage and marketing of food and other commodities with neighbouring countries including Myanmar and China was held; and

(d) if so, the decision taken and the concrete steps being taken in this regard?

[Translation]

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) to (d) A statement is laid on the table of the House.

Statement

The Government of India received from the Assam Government on the 29th January, 2000, a copy of the resolutions adopted in the meeting of the Ministers and Secretaries of Food and Civil Supplies of the North Eastern States, Sikkim and West Bengal held on the 17th and 18th January, 2000 at Guwahati. The Union Government was not invited to attend this meeting. The perusal of the Resolution adopted in the meeting shows that the problems relating to the Public Distribution System (PDS) were discussed in this meeting.

The main subject discussed and resolution adopted at the meeting related to development of storage facilities, road, railways and waterways infrastructure, trade in food and other essential commodities, availability of foodgrains/

petroleum products, pilferage and black marketing of PDS items, procurement and lifting of essential commodities, smuggling of PDS items across the international border and border trade of food and other essential commodities with neighbouring countries (Bhutan, Bangladesh, Myanmar and China).

Resolutions adopted in most parts relate to action to be taken by the State Government themselves. The Government has already held one round of discussions with North Eastern States at Aizawl on 3.2.2000, where in, some of the points relating to the aforesaid meeting were discussed. Yet another meeting is planned in which all the participating States to the said conference will be invited to deliberate on the resolutions and to take appropriate action wherever necessary.

[*English*]

SHRI G.S. BASAVARAJ: The Statement made by the hon. Minister mentions that a meeting was held with North-Eastern States in connection with smuggling, blackmarketing etc. of the PDS items. May I know from the hon. Minister what action has been taken by the Central Government when they came to know about these things?

[*Translation*]

SHRI SHANTA KUMAR: Mr. Speaker, Sir, a meeting was held with North-Eastern States and Minister of State of the Central Government had gone there to attend it. There are several issues which can be dealt with by State Governments only and we are not responsible for it. The issues to be tackled by the Union Government had been discussed in that meeting and the remaining issues will be discussed in the meeting to be held on 11th April and we will try to resolve all the remaining issues after discussing it with representatives of the State Governments.

[*English*]

SHRI G.S. BASAVARAJ: Other States are also indulging in malpractices and smuggling of PDS items to the neighbouring States. Is the hon. Minister aware that on 7th of this month, there was a big pandemonium in the Tamil Nadu Assembly in regard to the smuggling of nearly 54 truckload of rice from Tamil Nadu to Bangalore under the fake trade name of Shankar or Laxmi Traders? If yes, what action has been taken in this regard?

SHRI SHANTA KUMAR: Running the Public Distribution System is the joint responsibility of the Central and State Governments.

[*Translation*]

Mr. Speaker, Sir, Union Government procures, stores and then provides PDS items to State Governments and State Governments are responsible for distribution. State Government is responsible to check diversion and pilferage of essential commodities. I have already stated that as per the survey conducted by Standing Committee, the extent of diversion and pilferage is 35 percent and State Government is responsible to check it. The Union Government has discussed the matter with the State Governments and tried to formulate some new rules. We will try to check it but whatever is happening ...(*Interruptions*)

[*English*]

SHRI G.S. BASAVARAJ: What action have you taken against the concerned State Governments and also the officials? The FCI officials are indulging in such malpractices.

[*Translation*]

SHRI SHANTA KUMAR: Mr. Speaker, Sir, State Government is responsible to check such type of malpractices. The Union Government will take action if State Government asks us to do so. We have done it in the past and will do so in future as well.

[*English*]

SHRI G.S. BASAVARAJ: Under the pretext of infested foodgrains, lakhs and lakhs of tonnes of foodgrains are hoarded and rice is being smuggled.

SHRI RAJESH PILOT: Mr. Speaker, Sir, the Minister cannot say that the Central Government is not responsible for it. If any State Government is not following the guidelines, the Central Government can always talk to the concerned State Government and ask them to follow the guidelines.

SHRI G.S. BASAVARAJ: Is it not the duty of the Central Government to prevent all these malpractices? How can they shirk their responsibility?

[*Translation*]

SHRI SHANTA KUMAR: Mr. Speaker, Sir, this question relates to north-eastern States and I have given information about it. However, I would like to say that the Union Government is not responsible for diversion taking place in States.. (*Interruptions*)

[English]

MR. SPEAKER: Mr. Minister, he is asking what is the role of the Central Government if the States fail to comply with the guidelines?

...(Interruptions)

SHRI G.S. BASAVARAJ: Sir, rice worth crores of rupees is coming into Bangalore everyday from the FCI godowns of Tamil Nadu.

[Translation]

MR. SPEAKER: Please take your seat. I am asking the question.

SHRI SHANTA KUMAR: Mr. Speaker, Sir, we are responsible to check it if any irregularity is noticed at FCI godowns. Several such cases have been brought to the notice of the Government and action has been taken on them. We are responsible if any such irregularity has been noticed in FCI. You can bring it to our notice, action will be taken and guilty persons will be punished.

SHRI RAMDAS ATHAWALE: The essential commodities meant for PDS are being smuggled to our neighbouring countries Bhutan, Bangladesh, Myanmar and China. What are the measures proposed to be taken by the Government to check smuggling. There is a need to check smuggling, what is the plan of the Government in this regard?

SHRI SHANTA KUMAR: Mr. Speaker, Sir, the Government takes appropriate action on the complaints received in this regard. In this connection, one meeting has already been held and another meeting is scheduled to be held on 11th April. The issues concerning the Government of India will be discussed in it. We will take action in all such cases relating to north eastern States for which the Government of India is responsible. But the State Governments will also have to fulfil their responsibilities.

MAJ. GEN. (RETD.) B.C. KHANDURI: Mr. Speaker, Sir, the question is being raised as to what is the responsibility of the Union Government. Hon'ble Minister has said correctly that as per the Constitution of India, Union as well as State Governments have joint responsibilities. But under the new scheme, the Union Government is providing more subsidy for people Below Poverty Line (BPL). Out of it 35 percent is diverted. If Government is providing a subsidy of Rs. 5000 crore, it means that 1/3 of subsidy is being misappropriated. Union Government should discuss this matter with the State Government and make arrangements to stop it. The Union

Government should acquire more powers and with consent of the State Government proper arrangements should be made to stop diversion of 1/3 of the subsidy of Rs. 5000 crore being given by the Government. The State Government as well as Union Government should not shirk their responsibilities.

SHRI SHANTA KUMAR: Mr. Speaker, Sir, it is really an important matter and we are concerned about it. Subsidy of Rs. 9000 crore and not Rs. 5000 crore is provided for ration given through PDS and out of it pilferage and diversion to the extent of 35 percent is really a serious matter. We have framed some new rules in consultation with the State Governments. The main reason for this diversion is that supply does not reach to villages and if at all it reaches the villages, the people do not get information about it. We have decided 2-3 things. The State Governments have promised to cooperate in this matter. The main point is that at the time of allocation of PDS supply district officials will give its information to Panchayat and a notice board will be put before Panchayat showing the quantity of goods allocated to the ration shops. Another important point is that it has been made mandatory to show the quantity of essential commodities received by the shop and the number of ration cards on which ration has been issued during that month.

[English]

MR. SPEAKER: The Minister is giving a very good reply. Why are you obstructing him. What is this?

[Translation]

SHRI SHANTA KUMAR: Mr. Speaker, Sir, an important decision has been taken that District Magistrate will send letter to Panchayat and Fair Price Shop about the allocation and supply of essential commodities. What was happening earlier was that poor villagers were coming to shop time and again to get sugar and other commodities where he was told that supply of sugar and other things for that month had not been received. Now it has been made mandatory to give information about the quantity of goods received for the month. We have asked the State Governments to cooperate in this matter. It has been told to the shopkeepers that they can be punished under section 3 of Essential Commodities Act if information is not displayed on the notice board. Pilferage is not possible if villagers get information about the quantity of goods received at the shop.

Mr. Speaker, Sir, last time Shri Rajesh Pilot raised a point about PDS and I had suggested that an open discussion should be held on this issue in the House. It

is an important subject and we should get your suggestions on it. I request you to allow discussion on it. We are trying our best and with your suggestions we will be able to set right this system.

[*English*]

SHRI RAJESH PILOT: It is a question of about 45 minutes. We can give our views like last time about ex-Servicemen.

MR. SPEAKER: In the next Session, there could be a Half-a-Hour Discussion.

Creation of Airport Security Force

*303. DR. LAXMINARAYAN PANDEYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to create the Airport Security Force for airports in the country;

(b) if so, the details thereof;

(c) whether any decision has been taken by the Government in this regard; and

(d) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (PROF. CHAMAN LAL GUPTA): (a) to (d) A statement is laid on the table of the House.

Statement

An Inter-Departmental Task Force has been set up under the Chairmanship of Commissioner of Security (Civil Aviation) in November, 1999 to examine the need and other related issues connected with the setting up of Aviation Security Force. The report of the Task Force is awaited. Meanwhile, in the aftermath of hijacking of Indian Airlines flight IC-814, it has been decided to deploy Central Industrial Security Force (CISF) at all the operational airports in a phased manner. The CISF has already taken over security duties at Patna, Jaipur, Guwahati, Vadodara, Port Blair, Agartala, Ranchi and Rajkot.

[*Translation*]

DR. LAXMINARAYAN PANDEYA: Mr. Speaker, Sir, I would like to tell the hon'ble Minister that an incident of hijacking of aircraft took place in 1984, for which, the investigation agency had decided that after due deliberations on this matter, another committee would be

constituted. Accordingly, in 1985, a Committee, under the Chairmanship of Shri Mishra, was constituted. I would like to know from the hon'ble Minister as to what were the recommendations of that Committee, whether those recommendations have been implemented so far, if after due deliberations, the recommendations were not implemented, what were the reasons thereof? Whether it is a fact that the process can be streamlined merely with the creation of a task force, or a separate security force for aeroplanes and airports shall be provided for after the creation of the said task force, or whether you would be satisfied with the job given to C.I.S.F.? Will the Hon'ble Minister kindly clarify as to what would be the total expenditure on this work?

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, in reply to the question asked by the hon'ble Minister, I would say that it is a fact that a report of the Committee had come and deliberations on it also went on and on. In 1993 when hijacking of yet another aeroplane took place, then a Committee headed by the Secretary was constituted and it was thereby decided that an aviation force should be raised. An expenditure of Rs. 351 crores was estimated to be incurred. We have sent this proposal to the Finance Department, and they in turn said that it should be approved by the Planning Commission. The Planning Commission held discussion on this matter continuously for 3 years, i.e. 1995, 1996 and 1997. Ultimately in 1997 when it was found that a lot of expenditure i.e. recurring expenditure of Rs. 112 crores and non-recurring expenditure of Rs. 351 crores, was involved in this, this proposal was rejected. It is but natural that after the rejection, the department did not pursue the matter further, but no sooner did the incident of aeroplane hijacking occurred, the secretaries' committees immediately took a decision on January 7th that C.I.S.F., which is the existing force, may be deployed. Keeping in view this very point, we have deployed the C.I.S.F. at Patna, Jaipur, Guwahati, Vadodara, Port Blair, Agartala, Ranchi and Rajkot airports. This step is yielding positive results. Besides, the security measures which we have taken includes induction of C.I.S.F. Alongwith this, we have started 3 point checking. There is checking on the entrance, then there is checking in the premises. The force has been deployed in Civil clothes and sniffer dogs have also been deployed. We are of the view that 'Prevention is better than cure'. We have made full arrangements to ensure that no unwanted element enters the aeroplane, and even if he enters the aeroplane, then to deal with this situation, full-time sky marshals have been deployed inside the aeroplane. They would be able to respond to all such situations and I am confident that security arrangements that we have made, are creating confidence in the people.

DR. LAXMINARAYAN PANDEYA: Mr. Sepaker, Sir, 15 years have elapsed on an important matter like security of airports and aircrafts and now the task force has been constituted in November, the force has given its primary report only, not even the final report! It is mentioned in its primary report that an expenditure of more than Rs. 400 crores is involved in it. I would like to know from the hon'ble Minister whether the Planning Commission has paid attention to this amount of Rs. 400 crores or not, or is the matter still under consideration? Secondly, they will keep around 25,000 such people who would either be ex-servicemen or men from the allied services. I would like to know whether the question of these 25,000 people and the expenditure of Rs. 400 crores has been discussed, so that the people could feel themselves secured, otherwise until and unless complete attention is not given towards the security measures, we would not be able to stop the aeroplane hijacking incidents.

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, concern of the hon'ble Minister is the concern of the whole House and keeping in mind, this concern of the House, I feel that the Planning Commission and Finance Department would immediately provide us funds and we would be able to constitute this kind of a force.

DR. LAXMINARAYAN PANDEYA: I wanted to know as to what arrangements you have made for deploying 25,000 personnel.

MR. SPEAKER: Mr. Pandeya, please sit down. Shri Shivraj Patil.

SHRI SHIVRAJ V. PATIL: Mr. Speaker, Sir, the responsibility of constituting an aviation security force by the Government has been entrusted to the Head of the secretaries. To provide security on the land or in the ocean is a different thing, but to provide security in the air is even more difficult than providing security for the above two. If we consider all these things, then provide security for civil aviation in the air or on the land can prove to be a difficult task. We would like to know from the Government as to what is the concept of this force in their mind? You have appointed a Committee, it shall also give the details, but what do you intend to do? What is your decision on the political level. He will tell about the details on the technical level as to what is to be done, but what is his decision on the political level in this regard. How many days will it take for you to do anything? Is it so that only because of the aeroplane-hijacking incident, we constituted a Committee and now we tend to forget it? Do you want to take it to a logical conclusion or not? It would be better, if the hon'ble Minister throws some light on this.

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, the civil aviation sector is becoming a very important sector with the passage of time. We have talked about modernization and also privatisation of airport. Naturally, the point of creating a task force had come out of this only and at that time, we had said that we wish to privatise our airports and also modernize them. So it was also said that security of the airports will be of foremost importance after their privatisation. We have therefore; initiated this whole process only after keeping in mind, all these facts and I believe that.

[English]

Security is very important for us.

[Translation]

MR. SPEAKER: Shri Sharad Yadav.

SHRI SHIVRAJ V. PATIL: Two Ministries of the same department are replying.

MR. SPEAKER: He is supplementing.

[English]

SHRI A.C. JOS: They have difference of opinion.

[Translation]

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): There is no difference of opinion. Hon'ble Member is a senior Member, that is why he has asked a political question. There are plenty of agencies totalling 20 at the airport. Whatever our hon'ble State Minister was saying, is quite logical and certainly the security has to be tight and appropriate and in order to tackle with this situation seriously the problem has to be dealt with at political level i.e., taking help from other ministries as also from our own ministry. We are making efforts to ensure that such incident may not recur. It is definitely a big problem and we need the co-operation of many people in order to solve this problem. Under such circumstances, the people travelling in the aircrafts are to be trained and educated in this field as to how to deal with such situations while travelling in the aircrafts the crew is also to be trained and co-ordination is also to be made with the people who are deployed at the other airports.

As regard to the question raised by the Shivraj ji, a decision has been taken under which the committees at the political level are expected to work at a fast pace.

[*English*]

SHRIMATI KRISHNA BOSE (Jadavpur): Sir, I thank you for giving me this opportunity. My arm is aching.

Well, I understand and I take it that the aviation security force that you are talking about is not just for the ground but also inside the aircraft. If that is so, do you think having armed people inside the aircraft is good? In case of a hijacking, the priority is always to have peace inside the aircraft. Even an accidental firing might jeopardise the safety of the aircraft. As far as I remember, after the recent hijacking, the captains and the pilots of the aircraft had come up saying that they do not want armed security force inside the aircraft. Is this aviation security force also to be deployed inside the aircraft? That is my questions.

[*Translation*]

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, the job of sky marshalls which we have deployed will start only when the aircraft is on the ground. A little bit of misunderstanding was about who will be supreme in command in the aircraft, we have declared recently that the pilot will always be supreme and the job of air marshall begins only when the aircraft will come on to the ground and only then the air marshall will start performing his job.

KUMARI UMA BHARATI: Mr. Speaker, Sir, there are two parts of the supplementary question which I seek to ask from the hon. Minister through you. My first question is as to what was the need to make such a hue and cry over the deployment of sky marshalls to look after the security of the aircrafts while this could have been done in a confidential manner, why such a publicity was given to it as it was advertised that we are going to deploy some persons from the security of the aircrafts. They could have been put there in the uniform of other staff of the aircrafts. What the government is trying to achieve by doing so. Is it trying to frighten the terrorists or it wants to achieve something else?

The second part of my question is that in the month of January, a meeting was organised under the auspices of the Ministry of Tourism in which it was decided that the foreign tourists travelling in the aircrafts should be treated well. The airports should be neat and clean because the airport is the very first place which they see and only on the basis of their impression about it the foreigners make a guess about the rest of the country. Hence I would like to know from the hon. Minister as to what follow up action has been taken by the Ministry of Tourism after that meeting?

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, I would only like to tell the hon. Member that our's is a democratic country. The press has a significant role to play in it and how the people working in the press come to know about the most confidential things, only they are better aware about it. Whom are we going to deploy and for what purpose, all this has been worked out by them.

Mr. Speaker, Sir, the second thing which the hon. lady Member has asked is as to what follow up action has been taken after the meeting. I would like to tell that so far we have received the report. As soon as report is submitted, we will consider it from all angles and as per the wishes of the Prime Minister, we have decided to make five airports of the country comparable to the best airports of the world and will try to equip them with all the amenities and facilities.

[*English*]

Fire in Punjab Mail

*304. [†]SHRI NARESH PUGLIA:
SHRI SATYAVRAT CHATURVEDI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some bogies of Punjab Mail caught fire near Bhusaval railway station on February, 19, 2000;

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

(c) the number of persons killed and injured as a result thereof;

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

(e) whether any preliminary investigations have been conducted in this regard;

(f) if so, the details thereof and the responsibility fixed by the Government therefor; and

(g) the measures taken by the Government for ensuring safe railway travel?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (g) A statement is laid on the Table of the House.

Statement

(a) to (c) Yes, Sir. A fire broke out in 2137 DN Punjab Mail on 19th February, 2000 while the train was

on run between Dushkheda and Savda stations on Bhusawal-Khandwa section of Central Railway's Bhusawal division. In this fire incident, 18 passengers lost their lives. In addition, one passenger suffered grievous injury and 14 passengers suffered simple injuries.

(d) Ex-gratia has been paid to next of kin of 16 deceased passengers (who have been identified) and injured passengers. Compensation will be paid to the next of the kin of the deceased and injured passengers after claimers are filed in Railway Claims Tribunal and as per decrees given by the Tribunal.

(e) and (f) Yes, Sir. To enquire into the cause of this unfortunate incident, statutory investigations by the Commissioner of Railway Safety, Central Circle have started on 20th February, 2000. As per the provisional findings of the Commissioner of Railway Safety, Central Circle, the fire was caused due to ignited fire source falling on an inflammable material, thus giving rise initially to the smoke and then to the fire resulting in gutting of the six coaches of the train. The exact cause of incident will be known only after the detailed report becomes available.

(g) Brief steps taken to ensure safe railways travel are as follows:-

1. Increased stress on better coordination between Railways and State Govts. for better safety and security of rail users. In this pursuit, a Joint Task Force has now been set up as a result of the meeting of the Minister of Railways with Chief Secretaries and Director General Police of States.
2. A new 'Passenger Safety Network' has been launched in December, 1999.
3. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
4. Modification of the signalling circuitry is being carried out to minimize chances of human errors in causing accidents.
5. Auxiliary Warning System (AWS) for giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central Railway on a trial basis.

6. Walkie-talkie sets are being supplied to Drivers and Guards of all trains.
7. There has been progressive increase in use of Tie Tamping and Ballast Cleaning machines for track maintenance.
8. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.
9. In addition to the above, 2 Self Propelled Ultra Sonic Rail Testing Cars are also being procured.
10. Maintenance facilities for coaches and wagons are being modernised and upgraded at many depots.
11. To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
12. Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
13. Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
14. Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
15. Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.
16. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.
17. Refresher courses are regularly organized at specified intervals.
18. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for appropriate training.
19. Periodical safety drives are conducted to inculcate safety consciousness among the staff.

[*Translation*]

SHRI NARESH PUGLIA: Mr. Speaker, Sir, on the 19th February, 2000 a devastating fire broke out in Punjab Mail in which 18 persons died of burns and several others were injured. The death toll of 18 persons is reflected in official figures but the persons who had witnessed the incident are of the view that the death toll was much higher. Through you I would like to bring to the notice of the hon. Minister that rail service is a very important service which has proved beneficial to the poor as well as to the rich of the country and the railways has taken some revolutionary steps during the last 50 years especially in the field of starting passenger and goods trains. Through you I would like to submit that no sooner do the new Ministers assume charge of their office, they announce introduction of new trains and once these announcements are made the trains are introduced hurriedly. You have also started a number of goods trains but despite making announcements for starting new trains in the last four to five years, no attention has been paid towards the infrastructure i.e. maintenance of the rail-tracks and other basic facilities. No funds are spent on these sectors. Hence it will be in the interest of the public if you pay attention towards developing infrastructure especially between Mumbai and Nagpur of central railway where five major accidents have taken place during the last one year... (*Interruptions*)

[*English*]

MR. SPEAKER: Shri Naresh Puglia, we have discussed the Rail Budget two days ago in detail...

(*Interruptions*)

[*Translation*]

SHRI NARESH PUGLIA: Mr. Speaker, Sir, the Minister of Railways, Mamta Banerjee has stated that it may be a case of sabotage because two of the passengers who were travelling in that train had met her and they told her that petroleum products were being carried in those bogies. Hence I would like to know from the hon. Minister whether the government have evolved any long term strategy to deal with such problem and for developing the infrastructure of railways? Secondly, I would like to know whether she will consider investigating the incident either by a sitting judge of the High Court or CBI instead of the Commissioner of railway safety who is investigating the case presently?

SHRI DIGVIJAY SINGH: Mr. Speaker, Sir, if the hon. Member has any doubt about the official figures of 18 persons released by Railway, I would once again like to

state that only 18 persons have died in that accident. Other than it, neither I nor the Railway Department have any information that more persons than the above stated figure have been killed.

The second thing asked by the hon. Minister is about introduction of new trains. I would like to tell him that prior to running a new train, all the security related arrangements are made and only after that a new train is started.

Third thing which you have said is that the investigation of this accident should be handed over either to a sitting judge of a High Court or CBI instead of Railway Safety Commissioner. In this connection, I would like to say that the Railway Safety Commissioner is the competent authority in this regard and he is investigating the case. He has submitted the interim report and the final report is yet to be submitted. However if the Members of the House wants that investigation be done by a judge or CBI. Then we will consider it.

SHRI NARESH PUGLIA: Hon. Speaker, Sir, the hon. Minister has not stated anything regarding the infrastructure and he has not told as to what scheme has been formulated by the Government for developing the infrastructure during last three or four years and how much money has been spent on it. I would like to say that you must give reply in this regard also. Besides, the hon. Minister had made on the spot declaration of giving rupees four lakh to the kith and kin of each of the deceased as compensation amount. I would like to know from the hon. Minister as to how many accidents took place during the last three years and how many lives have been lost in these accidents and how much amount has been paid as compensation to those who have been killed? I also want to know whether the government intend to increase the compensation amount from rupees four lakhs to ten lakhs and to cover all the passenger trains under the group insurance scheme?

SHRI DIGVIJAY SINGH: Mr. Speaker, Sir, I have already told the hon. Member that we have given Rs. 15 thousand to the families of the deceased as *ex-gratia* and we will give them rupees four lakh once our railway tribunal gives its award. The railway is committed to do so. You have asked as to how many accidents have taken place in the last three years. In reply I would like to state that I would have been able to reply it, had there been a separate notice for it. I want to tell the hon. Member that India ranks second in terms of the accidents in proportion to per kilometre railway track.

Thus our country occupies last but one position in this regard. If we calculate the average per kilometre

and work out the number of accidents in proportion to the kilometer length of rail lines, our country stands at second position. Only one country is above us.

SHRI NARESH PUGLIA: You have not said anything about raising the amount of compensation.

SHRI DIGVIJAY SINGH: The Department of Railways does not propose to raise the amount of compensation from four lakh rupees to ten lakh rupees.

SHRI SATYAVRAT CHATURVEDI: Mr. Speaker, Sir, I would like to draw your attention towards the reply given by the Hon'ble Minister to this question on behalf of his Department. Fire broke out in Punjab Mail when it was running between the Dushkeda and Savda station on Bhusaval-Khandwa Section of the Central Railways. The fire broke out in the running train. I would like to know about the provision of giving walkie-talkie sets to the guard and the driver which you have mentioned in your reply also. A provision had been made to supply these sets from December, 1999 and this accident has occurred in the year 2000. Were the walkie-talkie sets available in the train?

Secondly, whether it is true and this fact has come out in the enquiry too that when the first coach caught fire, people pulled the chain to enable the application of vacuum brake.

[English]

MR. SPEAKER: Shri Chaturvedi, the Minister has already said that they have received the interim report. They are going to receive the final report and then only they can give a reply to this.

[Translation]

SHRI SATYAVRAT CHATURVEDI: My question is related to the enquiry report received and this is a factual question. The vacuum brake did not work, due to which the fire spread and engulfed six coaches as the train kept on running. I would like to know if such a fact has come to light?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): The fire accident is an unfortunate incident. The driver stopped the train immediately after fire broke out in the train. It is our good fortune that the human lives were saved due to his prompt action. Had the train kept on running, many lives could have been endangered but the driver managed to stop the train. We regret the loss of 18 lives and based on the inputs received from the passengers, we are reviewing the safety committee. The passengers met us and our team also went there.

[English]

I sent my Railway Board Members and the Minister also there the passengers' complaint is that some inflammable things were there. I want to submit that we run 12,000 trains everyday which is the second largest in the world. But, Sir, you will appreciate that 12 lakh people come and go by trains everyday, so what is possible to do in flights, is not possible to do in trains because so many people come to stations with their luggage to travel by trains.

One of my friends, said that there is no monitoring or anything. Sir, security is not in our hands. That is the problem. I have confessed this so many times to the Members and I appeal to the House to please take a decision in this regard. I would like to say that within these five months, we convened a meeting with the Directors-General, the Chief Secretaries and the Home Secretaries all over the country and we set up a Task Force also to go into the details of the security and safety of passengers.

They are going to submit their report as early as possible. In the meantime I convened two meetings of the General Managers of the Railways all over the country. I convened a meeting of the Divisional Railway Managers. Why are we convening these meetings? It is because the message should go to the grassroots that we are monitoring the people also and we are monitoring at the grassroots including driver, guard and everybody. Of course, the walkie-talkie set was there. It was because that the driver was alert that the train was stopped and that is why the lives of so many people were saved...*(Interruptions)*

SHRI SATYAVRAT CHATURVEDI: Mamataji, I appreciate your efforts about the rail safety system. But I would like to know specifically about my point. I asked a couple of questions.

[Translation]

SHRI DIGVIJAY SINGH: Both the guard and the driver had the walkie-talkie sets. So far as the question of chain pulling is concerned, the control panel of the driver has a meter which indicates the time taken in stopping the train. The train stopped within one minute after the chain was pulled. Hence the newspaper reports claiming that the chains were not working, on the basis of which you have put this question, are false.

[English]

SHRI SATYAVRAT CHATURVEDI: Sir, I may be given an opportunity to ask another question.

MR. SPEAKER: You can ask only one supplementary question because your name is at the second place. Please understand.

[*Translation*]

SHRI RASHID ALVI: Mr. Speaker, Sir, our railway network is one of the largest rail networks in the world. Hon'ble Minister knows better if it stands at second position from the top or from the bottom. However the rate of accidents is very high in our country. Action is taken against junior officers in the aftermath of all the accidents. I would like to know from the Hon'ble Minister the number of officers above the rank of station superintendent against whom action has been taken by the Ministry after the rail accidents till date. Besides I would also like to know if any bureaucrat has been suspended till date in this regard?

KUMARI MAMATA BANERJEE: The issue raised by you is a very important issue. Investigation is going on in the present instance. Even if a higher official commits a mistake, we are prepared to take strict action against him. No distinction is made on the basis of higher or lower rank.

[*English*]

Let this investigation report come. We will not leave anybody whoever it may be.

SHRI RASHID ALVI: Has anybody been suspended so far.

[*Translation*]

KUMARI MAMATA BANERJEE: The report has not been received so far. Action will surely be taken after the submission of the report.

[*English*]

Supply of Inferior quality of Foodgrains

*306. ⁺SHRI AJAY SINGH CHAUTALA:
SHRI KUNWAR AKHILSH SINGH :

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

(a) whether the Government are aware that very inferior quality of foodgrains are allotted to States for sale through Public Distribution System, particularly in Delhi's NDMC area;

(b) if so, the number of adulterated samples lifted during the last three years, till date State-wise; and

(c) the steps taken or proposed to be taken by the Government to allot good quality of foodgrains to States?

[*Translation*]

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) The health standards for safe food are prescribed under the Prevention of Food Adulteration Act, 1954. These standards are known as Prevention of Food Adulteration (PFA) standards. The Government of India, as a matter of policy, have prescribed enhanced specifications consisting of many more refractions than the PFA standards for issue of foodgrains under the Targetted Public Distribution System (TPDS). Directions have been given to the issuing agencies not to issue any foodgrain which does not conform to the Fair Average Quality (FAQ) standards. Violation of the PFA standards is a criminal offence.

The State Government have been advised not to accept any foodgrains not conforming to FAQ standards which are much higher than the PFA standards.

(b) No sample of foodgrain issued from the FCI godowns during the last three years was found adulterated.

(c) The following steps have been taken by the Government to improve quality of foodgrains being supplied under the Targetted Public Distribution System (TPDS).

- (i) Only good quality foodgrains conforming to PFA standards and free from insect infestation are issued to State Government or their authorised agencies from the Food Corporation of India (FCI) godowns for distribution under TPDS.
- (ii) Ample opportunities are provided to the State Government or their agencies to inspect foodgrains prior to lifting from FCI godowns. Instructions have been issued to all State Governments that officers not below the rank of Inspector be deputed for inspection of the foodgrains before lifting from FCI godowns.
- (iii) The samples are jointly drawn and sealed by the officers of State Government and FCI for display at the Fair Price Shops.
- (iv) The specifications of Rice for Kharif Marketing Season 1999-2000 and for Wheat for Rabi

Marketing Season 2000-2001 have been tightened in the interest of consumers. No relaxation in specification of rice has been extended during 1999-2000, excepting Orissa, which was hit by Super Cyclone during November, 1999.

- (v) An intensive drive was organised during the procurement of paddy in major rice producing States during Oct.-Nov.'99, to ensure procurement of only good quality paddy strictly conforming to the laid down specifications.

[English]

MR. SPEAKER: Shri Ajay Singh Chautala, you can ask your supplementary question.

SHRI AJAY SINGH CHAUTALA: Sir, I do not have any supplementary question.

SHRI SHANTA KUMAR: Then, no reply...*(Interruptions)*

[Translation]

DR. SUSHIL KUMAR INDORA: Mr. Speaker, Sir, it has been noticed that separate rules have been framed for the benefit of the people living below the poverty line. However I would like to cite the case of Haryana and Punjab especially which are somewhat more prosperous as compared to other States. When the rules were framed, no differentiation was made between different State. I would like to know from the Hon'ble Minister whether he proposes to introduce some changes keeping in view the different status of different State so that the targetted beneficiaries for whom the rules have been framed, derive the benefits in the real sense.

MR. SPEAKER: Do you want a reply or not?

12.00 hrs.

SHRI SHANTA KUMAR: Mr. Speaker, Sir, the poverty line was determined by the Planning Commission. A group was constituted which determined the poverty line. Percentage in this regard has also been determined and it is the responsibility of the State Governments to identify the poor in the States. The States decide the criterion and norms for identification of the Poor. the Union Government has determined the percentage and ration is supplied for the people living below the poverty line accordingly.

WRITTEN ANSWERS TO QUESTIONS

[English]

Development of Sabarimala and Erumeli pilgrim Centres

*305. SHRI P.C. THOMAS: Will the Minister of TOURISM be pleased to state:

(a) whether Sabarimala and Erumeli in Kerala are important pilgrim centres;

(b) if so, the number of pilgrims visiting these centres annually;

(c) whether there are sufficient facilities for the pilgrims, including sanitation, drinking water etc.;

(d) if not, the steps taken to make such facilities and the funds allocated therefor during 1999-2000;

(e) the criteria for declaring a National Pilgrim Centre;

(f) whether there is proposal for declaring these centres as National Pilgrim Centres; and

(g) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) The State Government has identified Sabarimala and Erumeli as important pilgrim centres. Over one lakh pilgrims visit these places per day during the season each year.

(c) and (d) The Development of infrastructure at Pilgrim Centres, providing facilities to the visitors at these places, their upkeep and maintenance is mainly undertaken by the State/UT Governments concerned. However, Ministry of Tourism provide Central Financial Assistance for specific projects prioritised in consultation with the State/UTs Government every year. An amount of Rs. 104.89 lakhs has been sanctioned for development of infrastructural facilities at Sabarimala in 1998-99.

(e) to (g) In May 1992 a Committee on the development of pilgrim tourism identified 19 centres and 2 circuits for tourism development in the first phase. Later a number of centres were added to the list in consultation with the State Governments. Sabarimala is included in the list of identified Pilgrim Centres. The State Government has now recommended Erumeli, to be also included in the list.

Strengthening of Consumer Courts

*307. SHRI SAHIB SINGH
SHRI KRISHNAMRAJU:

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

(a) whether the Government had provided financial assistance to States for strengthening the infrastructure of the Consumer Courts set up under the Consumer Protection Act, 1986 during last three years;

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

(c) the amount utilized by each State during the above period, year-wise?

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) to (c) Yes, Sir, Central Government had provided financial assistance of Rs. 61.80 crores to the States and Union Territories under the One-Time-Grant Scheme to supplement their efforts for strengthening the infrastructure of the consumer courts during 1995-99. The details of the assistance given to the States and Union Territories and its utilization by them are given in the statement.

Statement*State-wise release of One-Time-Grant and its utilisation*

State/UT	Grant released during 95-99 Rs. in lakhs	Grant Utilised Rs. in lakhs	Period of reporting of utilisation
1	2	3	4
Andhra Pradesh	270	95.12	Sep-99
Arunachal Pradesh	170	122.50	Sep-99
Assam	280	24.00	Sep-99
Bihar	440	200.48	Mar-98
Goa	70	57.45	Sep-99
Gujarat	250	128.67	Dec-99
Haryana	210	54.23	Dec-99
Himachal Pd.	170	75.00	Sep-99
Jammu & Kashmir	70	16.70	Mar-98
Karnataka	250	20.70	Sep-99
Kerala	190	94.77	Dec-99
Madhya Pd.	500	46.66	Sep-99
Maharashtra	360	346.00	Dec-99
Manipur	130	92.48	Mar-2000
Meghalaya	120	23.10	Dec-98
Mizoram	80	54.49	Sep-99
Nagaland	120	120.00	Mar-98
Orissa	180	131.00	Sep-99

1	2	3	4
Punjab	180	151.30	Mar-98
Rajasthan	350	325.60	Sep-99
Sikkim	90	57.14	Mar-98
Tamil Nadu	270	57.89	Mar-99
Tripura	80	7.00	Sep-99
Uttar Pd.	680	508.68	Sep-98
West Bengal	220	55.00	Sep-99
A&N Island*	70	30.97	Mar-2000
Chandigarh Adm.	60	19.78	Dec-98
D&N Haveli	60	6.14	Dec-99
Daman & Diu	70	11.21	Sep-99
Delhi	70	69.66	Dec-99
Lakshadweep	60	1.66	Dec-99
Pondicherry	60	55.45	Dec-99
Total:	6180	3060.83	

[Translation]

Houses constructed under IAY

*308. SHRI TUFANI SAROJ:
SHRI P.D. ELANGOVAN:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government have conducted any review of the houses constructed under the Indira Awaas Yojana;

(b) if so, the number of houses constructed during the last three years, State-wise;

(c) the number of houses constructed in Ghazipur, Jaunpur and Varanasi in Uttar Pradesh during the above period;

(d) whether the Government are satisfied with the pace of construction of such houses; and

(e) if not, the steps being taken by the Government in this regard?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) The Indira Awaas Yojana is continuously reviewed on the basis of the monthly progress reports received from the States. The Area Officers of the Ministry also visit the States and inspect the actual implementation of the programme in the field. Further the implementation of the scheme is reviewed by the DRDAs in their meetings from time to time.

(b) and (c) The State-wise number of houses constructed under the Indira Awaas Yojana during the last three years is shown in the enclosed statement-I. The number of Houses constructed in Ghazipur, Jaunpur and Varanasi districts of Uttar Pradesh during same period are shown in the enclosed statement-II.

(d) and (e) While the progress has, generally, been satisfactory, timely action is initiated, as required, to accelerate the same and improve the implementation of the programme.

Statement-I

Number of houses constructed during last three years under Indira Awaas Yojana (i.e from 1996-97 to 1998-99)

States	Houses constructed
Andhra Pradesh	211726
Arunachal Pradesh	1789
Assam	51854
Bihar	361832
Goa	1460
Gujarat	76740
Haryana	20701
Himachal Pradesh	8090
Jammu & Kashmir	21769
Karnataka	126394
Kerala	45488
Madhya Pradesh	291821
Maharashtra	173485
Manipur	2936
Meghalaya	1696
Mizoram	1190
Nagaland	7914
Orissa	155306
Punjab	8775
Rajasthan	114495
Sikkim	1893
Tamil Nadu	187996
Tripura	5883
Uttar Pradesh	415610
West Bengal	114899
A & N Islands	90
D & N Haveli	156
Daman & Diu	130
Lakshadweep	255
Pondicherry	617
TOTAL	2412990

Statement-II

Number of houses constructed in Ghazipur, Jaunpur, and Varanasi in Uttar Pradesh during last three years (i.e. 1996-97 to 1998-99)

Name of Districts	Houses constructed
Ghazipur	8160
Jaunpur	8157
Varanasi	5196
Total	21513

[English]

Swarnjayanti Gram Swarozgar Yojana

*309. SHRI A.F. GOLAM OSMANI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any guidelines and norms have been laid down in implementing the Swarnjayanti Gram Swarozgar Yojana;

(b) if so, the details thereof;

(c) the nature of development activities proposed to be taken up under the yojana; and

(d) the schemes taken up under SGSY in Assam alongwith the amount involved therein since its inception?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) and (b) Yes, Sir. The salient features of the Swarnjayanti Gram Swarozgar Yojana (SGSY) are given in the enclosed statement.

(c) The SGSY lays stress on Activity clusters, for which purpose 4-5 key activities are to be identified for each Block, based on the resources, occupational skills of the people and the availability of markets. A minimum of 75%, both by number and funding, is for key activities identified in the Block and a maximum of 25% for those activities, as may be chosen by beneficiaries.

(d) The schemes taken up under the SGSY in Assam include Mushroom cultivation, Piggery, Milch Animals, Farm mechanisation, Sericulture and Weaving. During 1999-2000, an amount of Rs. 1778.55 lakhs has been released to the Govt. of Assam, as Central share, under the SGSY.

Statement

1. Swarnjayanti Gram Swarozgar Yojana aims at establishing a large number of micro-enterprises in the rural areas, building upon the potential of the rural poor. It is rooted in the belief that rural poor in India have competencies and, given the right support can be successful producers of valuable goods/services.
2. The assisted families (known as *Swarozgaris*) may be individuals or groups (Self-Help Groups). Emphasis is on the group approach.
3. The objective under SGSY is to bring every assisted family above the poverty line in three years.
4. Towards this end, Swarnjayanti Gram Swarozgar Yojana (SGSY) is conceived as a holistic programme of micro-enterprises covering all aspects of self-employment, viz., organization of the rural poor into Self-help groups and their capacity building, planning of activity clusters, infrastructure build up, technology, credit and marketing.
5. In establishing the micro-enterprises, the emphasis under SGSY is on the cluster approach. For this, 4-5 key activities are to be identified in each block based on the resources, occupational skills of the people and availability of markets. The key activities are to be selected with the approval of the Panchayat Samitis at the block level and the DRDA/ZP at the District level. The major share of SGSY assistance will be in activity clusters.
6. SGSY adopts a project approach for each key activity. Project reports will be prepared in respect of identified key activities. The banks and other financial institutions are closely associated and involved in preparing these project reports, so as to avoid delays in sanctioning of loans and to ensure adequacy of financing.
7. The existing infrastructure for the cluster of activities is reviewed and gaps identified. Critical gaps in investments are made under SGSY subject to a ceiling of 20% (25% in the case of North Eastern States) of the total programmes allocation for each district. This amount is maintained by the DRDAs as 'SGSY-Infrastructure Fund' and which can also be

utilised to generate additional funding from other sources.

8. The effort under SGSY is to cover 30% of the poor in each Block in next five years through an efficient programme. In planning of the key activities, care is taken to ensure that the maximum numbers of Panchayats are covered without jeopardizing the quality of the programme.
9. SGSY also focuses on Group approach. This involves organization of the poor into Self-Help Groups (SHGs) and their capacity building. Efforts are made to involve women members in each SHG. Besides, exclusive women groups continue to be formed. At the level of the Block, at least half of the groups are exclusively women groups. Group activity is given preference and progressively, majority of the funding will be for Self-Help Groups.
10. The Gram Sabha authenticates the list of families below the poverty line identified in the BPL census. Identification of individual families suitable for each key activity is made through a participatory process.
11. SGSY is a credit-cum-subsidy programme. However, Credit is the critical component in SGSY, subsidy being only a minor and enabling element. Accordingly, SGSY envisages a greater involvement of the banks. They are involved closely in the planning and preparation of projects, identification of activity clusters, infrastructure planning as well as capacity building and choice of activity of the SHGs, selection of individual *Swarozgaris*, pre-credit activities and post-credit monitoring including loan recovery.
12. SGSY seeks to promote multiple credit rather than a one-time credit 'injection'. The credit requirement of the *Swarozgaris* is carefully assessed. They are allowed and, in fact, encouraged for increasing their credit intake over the years.
13. SGSY seeks to lay emphasis on skill development through well-designed training courses. Those who have been sanctioned loans are assessed and given necessary training. The design, duration of training and the training curriculum is tailored to meet the needs of the identified activities. DRDAs are allowed to set

apart upto 10% of the SGSY allocation on training. This is maintained as 'SGSY-Training Fund'.

14. SGSY ensures upgradation of the technology in the identified activity clusters. The technology intervention seeks to add value to the local resources, including processing of the locally available material from natural and other resources for local and non-local market.
15. SGSY provides for promotion of marketing of the goods produced by the SGSY *Swarozgaris*. This involves providing of market intelligence, development of markets, consultancy services, as well as institutional arrangements for marketing of the goods including exports.
16. Subsidy under SGSY is uniform at 30% of the project cost, subject to a maximum of Rs. 7500. In respect of SC/STs, however, these are 50% and Rs. 10000 respectively. For Groups of *Swarozgaris* (SHGs), the subsidy is at 50% of the cost of the scheme, subject to a ceiling of Rs. 1.25 lakh. There is no monetary limit on subsidy for irrigation projects. Subsidy will be back-ended.
17. SGSY has a special focus on the vulnerable groups among the rural poor. Accordingly, the SC/STs would account for at least 50% of the *Swarozgaris*, women for 40% and the disabled for 3%.
18. SGSY is implemented by the DRDAs through the Panchayat Samitis. The process of planning, implementation and monitoring integrates the banks and other financial institutions, the PRIs, NGOs, as well as technical institutions in the district. DRDAs are being suitable revamped and strengthened.
19. 15% of the funds under SGSY is set apart at the national level for projects having a far reaching significance and which can also act as indicators of possible alternative strategies to be taken up in conjunction with other departments or semi-government or international organizations. This includes initiatives to be taken in the individual districts or across the district.
20. Funds under the SGSY are shared by Central and State Governments in the ratio of 75:25.
21. The central allocation earmarked for the States is distributed in relation to the incidence of

poverty in the States. However, additional parameters like absorption capacity and special requirement will also be taken into consideration during the course of the year.

Village Panchayats

*310. SHRI SUSHIL KUMAR SHINDE:
SHRI MADHAVRAO SCINDIA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether in order to bring about a spirit of competitiveness in development amongst village panchayats, the Government have introduced any schemes for infusing competition in infrastructural development amongst village Panchayats at national, regional and State levels; and

(b) if so, the details thereof and the parameters and standards laid down therefor?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) and (b) While the Government of India had earlier communicated to the State Governments a set of objective criteria to assess the performance of Gram Panchayats, no such scheme has been introduced. Certain State Governments have, however, instituted a system whereby Panchayati Raj Institutions are adjudged according to their performance, and given Awards for best performance.

Terrorists Training Camps

*311. SHRI R.L. BHATIA: Will the Minister of DEFENCE be pleased to state:

(a) whether terrorists in Kashmir are directly confronting the army by attacking them at their headquarters;

(b) whether American official sources have confirmed Bin Laden's involvement in terrorist activities in Kashmir;

(c) whether terrorists training camps are established in Pakistan occupied Kashmir, Pakistan and in Afghanistan;

(d) whether international law permits attack on such hostile camps;

(e) if so, whether the Government have any plans of dislodging such camps by using force or at least warning the concerned Governments for a strong action against them; and

(f) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) (a) to (f) Terrorists have physically attacked certain establishments of Rashtriya Rifles and the army in six incidents. A total number of 17 terrorists were involved in these attacks. All of them were killed.

The US authorities are aware of the links between Osama Bin Laden and Pakistan-based terrorist groups. Testifying before a US Congressional Committee in Washington on 2nd February 2000, the Director of Central Intelligence Agency confirmed that, Osama Bin Laden was providing substantial support to extremist groups operating in Jammu & Kashmir. Government are aware that in addition to those in Pakistan, training camps of these groups have been established in Pakistan occupied Kashmir and Afghanistan.

International law provides for the right to legitimate self-defence. Government have been appropriately and effectively bringing to the attention of the international community, Pakistan's role in sponsoring cross-border terrorism and its attempts to interfere in the internal affairs of India. The international community recognises Pakistan's State sponsorship of terrorism and its impact on the security of countries in the region. Government have also apprised the international community of our firm resolve to take all necessary measures to preserve security and territorial integrity of the country.

[Translation]

Indian Airlines Pilots

*312. SHRI HARIBHAU SHANKAR MAHALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of pilots who have joined foreign aviation companies after quitting Indian Airlines and Air India;

(b) the reasons mentioned by the pilots for quitting their jobs from their respective airlines;

(c) the steps taken by the Government to arrest the said tendency; and

(d) the measures proposed to be taken by the Government to meet the shortage of trained Pilots in Indian Airlines and Air India?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) While no pilot has left Air India during 1999, only six pilots from Indian Airlines resigned during this period for various reasons including personal reasons.

(c) Does not arise.

(d) Air India and Indian Airlines have adequate pilots to operate their services in the existing schedule.

Privatisation of Indian Airlines

*313. SHRI RAGHUNATH JHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have taken a decision to privatise the Indian Airlines;

(b) if so, the details thereof; and

(c) the benefits likely to be accrued to the Government as a result thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Government has decided to disinvest 51% of equity of Indian Airlines out of which 26% would be given to a strategic partner who would be given free hand in the management under the supervision of Board of Directors. Remaining 25% of the equity would be offered to the employees, financial institutions and public.

(c) The disinvestment of Indian Airlines is expected to result in improved air-services, efficiency and financial performance, as also higher financial returns to Government.

Computerised Reservation Facility

*314. SHRI BRIJLAL KHABRI:
SHRI CHINMAYANAND SWAMI:

Will the Minister of RAILWAYS be pleased to state:

(a) the norms adopted for providing the computerised reservation facility at Railway Stations;

(b) the experience gained by the Ministry in terms of checking the malpractices relating to reservation;

(c) whether the Government propose to extend the computerised reservation facility during 2000-2001 at various railway stations in the country; and

(d) if so, the details thereof, zone-wise/location-wise?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) As per present policy, computerised reservation facilities are provided at stations having a workload of at least 200 reservation related transactions per day.

(b) Malpractices in manual Reservation System such as out-of-turn allotment and manipulation of availability position of berths by the Reservation Clerks, on whom the system was dependent, has been curbed by bringing in greater transparency through computerisation. Despite computerisation, some instances of black-marketing of railway passenger tickets by touts and other anti-social elements have come to notice. Regular and surprise checks are conducted by the Commercial and Vigilance Departments with the assistance of Railway Protection Force (RPF)/Government Railway Police (GRP) personnel to check the activities of touts and other anti-social elements in and around the reservation offices. Persons detected indulging in above activities are dealt with under the provisions of the Railways Act, 1989. The computerised reservation facilities are being increasingly introduced to reduce the scope of malpractices.

(c) Yes, Sir.

(d) Of the requests received, following 80 locations, zone-wise have been included in the Works Programme 2000-01 for the provision of computerised reservation facilities for the present:-

Central Railway

1. Navy Nagar, Collaba
2. Byculla
3. Bellapur
4. Daund
5. Coppergaon
6. Guna
7. Vidisha
8. Lalitpur
9. Piparia
10. Yavatmal

Eastern Railway

1. Bongaon
2. Dakhineswar
3. Nabadwip Dham
4. Russa Road CBO Hazaria
5. MG Road CBO
6. Daltonganj
7. West Bengal Assembly

8. Dum-Dum Airport

9. Chopan

10. Singrauli

11. Hazaribagh

Northern Railway

1. Hamirpur
2. Joshimath
3. Shamli
4. Mohali
5. Nazibabad
6. Dasuya
7. Kamal
8. Kurukshetra
9. Meerut Cantt.
10. U.P. Vidhan Sabha
11. HarDOI
12. Fatehpur
13. Bhadoi
14. Jalore
15. Rajpura
16. Gopinath Bazar
17. Sena Bhawan

North Eastern Railway

1. Gontinagar
2. Lakhimpur
3. Khalilabad
4. Sitamarhi
5. Belthra Road
6. Balrampur
7. Kasganj

Northeast Frontier Railway

1. Raiganj
2. Coochbehar
3. New Alipurduar

Southern Railway

1. Jayanagar (Bangalore-Sat)
2. Tirunagar (Madurai-Sat)
3. Tirupanithura (Ernakulam-Sat)
4. Kayankulam
5. Chengulpet
6. Ambur
7. Kovilpatti
8. Chalakudi
9. Coonoor
10. Palani

South Central Railway

1. Parli
2. Nandyal
3. Bijapur
4. Tadepalligudam
5. Godavari Station
6. Tandur
7. Satara

South Eastern Railway

1. Rajnandgaon
2. Chas Bokaro
3. Tittlagarh
4. Hirakund
5. Srikakulam
6. Rayagada
7. Paradip
8. Bhilai Town Ship
9. Uluberia
10. Contai
11. Palasa

Western Railway

1. Sirohi Road
2. Rani
3. Mandasaur
4. Bairagarh

*[English]***Modification in Investment Promotional Scheme**

*315. SHRI ANNASHEB M.K. PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government have reviewed the performance of Investment Promotional Scheme during the last three years; and

(b) if so, the details thereof along with the areas developed under the scheme?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) Yes, Sir.

(b) The Central Sector Investment Promotional Scheme (IPS) for development of non-forest wastelands was first launched during 1994-95 to mobilise resources from financial institutions, banks and corporate bodies, including user industries and other entrepreneurs, for the development of wastelands belonging to Central and State Governments, Panchayats, Village Communities, Private farmers etc. Under the Scheme, there is a provision for central promotional grant/subsidy to all categories of beneficiaries. For effective participation of the beneficiaries, promoters' contribution is also envisaged.

The Scheme was restructured after a review of its performance during 1996-98. The revised Scheme became operational in August, 1998 and was made more broad-based with a focus on benefits to small and marginal farmers, including Scheduled Castes/Scheduled Tribes.

The details of subsidy and the promoters' contribution are given in statement. So far, from 1994-95 to 1998-99, excepting for the period of 1996-98, 231 ha. area has been taken up for development under the Scheme.

Statement

Details of Central Promotional Grant/Subsidy and Promoters' Contribution under Central Sector Investment Promotional Scheme for Development of Non-Forest Wastelands

(A) The details of subsidy* are:

- | | |
|---|---|
| (i) For General Category (Individual/Group) | 25% of on-farm development activities or Rs. 25 lakhs, whichever is less. |
| (ii) For Small farmers (Individual/Group) | 30% of on-farm development activities or Rs. 25 lakhs, whichever is less. |
| (iii) For (a) Marginal Farmers (Individual/Group) | 50% of on-farm development activities or Rs. 25 lakhs, whichever is less. |
| (b) SC/ST Farmers without any limit in the area of holdings (Individual/Group). | Same as A (iii) (a) above. |

(B) Details of promoters' contribution are:

- | | |
|---|---|
| (i) For General Category
(Individual/Group) | At least 25% of the
project cost. |
| (ii) For Small farmers
(Individual/Group) | At least 10% of the
project cost. |
| (iii) For (a) Marginal Farmers
(Individual/Group) | Nil. However, at the time
of execution of the
project, the family labour
should be involved to
provide self-employment
ensuring participation. |
| (b) SC/ST Farmers
without any limit in the
area of holdings
(Individual/Group) | Same as B (iii) (a)
above. |

* For the purpose of subsidy, the average project cost for on-farm development activities is restricted to Rs. 20,000 per ha.

Revamping of PDS

*316. DR. RAGHUVANSH PRASAD SINGH:
SHRIMATI KANTI SINGH:

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

(a) whether reports of some detailed studies made by various agencies for revamping the Public Distribution System in the country have been submitted to the Government;

(b) if so, the reaction of the Government thereto;

(c) whether the zonal conferences held in January-February 2000 had also sought the views of State Governments thereon;

(d) if so, the views expressed by State Governments; and

(e) the final decision taken by the Government in this regard?

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) As the Government of India have not commissioned any study regarding revamping of the Public Distribution System, neither any report was received by it nor is any expected.

(b) to (e) In view of the reply to para (a), the questions do not arise.

[Translation]

Development of Non Operational Airports

*317. SHRI RAMSHAKAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of domestic airports in the country and the non-operational airports out of them as on date;

(b) whether any due attention has been paid towards the development of these non-operational airports;

(c) whether any financial provision has been made for the development of these airports during 1999-2000 and 2000-2001; and

(d) if so, the details thereof; airport-wise?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The names of operational and non-operational domestic airports are as under:-

Operational airports:-

Agartala, Agatti, Ahmedabad, Amritsar, Aurangabad, Bhavnagar, Bhopal, Bhubaneswar, Calicut, Coimbatore, Dibrugarh, Dimapur, Dehradun, Gaggal (Kangra), Guwahati, Hyderabad, Imphal, Indore, Jaipur, Jabalpur, Kullu, Kangra (Gaggal), Keshod, Lucknow, Madurai, Mangalore, Nagpur, Patna, Porbandar, Raipur, Rajkot, Ranchi, Shimla, Trichy, Tirupati, Vadadara, Varanasi, Behala, Belgaum, Coochbehar, Juhu, Safderjung, Gaya, Hubli, Kandla, Kanpur, Kota, Ludhiana, Noth Lakhimpur, Pantnagar, Pondicherry, Salem, Shillong, Tuticorin, Vellore, Vijayawada, Rajamundry - Civil Enclaves - Agra, Bagdogra, Bangalore, Bhuj, Chandigarh, Goa, Gwalior, Jaisalmer, Jammu, Jamnagar, Jodhpur, Jorhat, Leh, Port Blair, Pune, Silchar, Srinagar, Teipur, Teju, Vishakapatnam and Zero.

Non-Operational airports:-

Aizwal (Tural), Akola, Balurghat, Bilaspur, Chakulia, Cuddapah, Disa (Palanpur), Donakonda, Haasan, Hadapsar, Jhansi, Jharsuguda, Jogabani, Kailashahar, Kamalpur, Khandawa, Khawai, Kothapur, Lalitpur, Malda, Muzaffarpur, Mysore, Nadiargul, Panna, Passighat, Razaul, Rupsi, Satna, Shella, Sholapur, Warrangal—Civil Enclaves—Cochin, Daporizo, Gorakhpur, Kanpur (Chakeri), Nal (Bikaner) and Allahabad.

(b) to (d) Upgradation of facilities at airports is a continuing process in keeping with the demand from Scheduled airlines and availability of resources. Airports would be made operational as and when airlines intend to operate air services. State Governments have also been requested to take over these airports for development and making them operational. Airports at Kolhapur and Sholapur have been leased out to State Government for development purposes.

[English]

Pilgrimage Development Board

*318. SHRI G.J. JAVIYA:
SHRI RAM MOHAN GADDE:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government have recently decided to set up a Pilgrimage Development Board (Teerthasthal Vikas Board), separate Tourist Development Fund and a Bharat Bhawan as a part of a new strategy;

(b) if so, the details thereof;

(c) whether the said Board will help in the development of pilgrim centres; and

(d) if so, the funds earmarked for the purpose during the current year and the places selected for development, State-wise/location-wise?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR) (a) to (d) It has been decided to set up a Teerthasthal Vikas Board, a Tourism Development Fund and Bharat Paryatan Bhawan in Delhi for the promotion of tourism and the required procedural formalities are under process.

Co-operation with European Commission on Civil Aviation

*319. SHRI S.D.N.R. WADIYAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have a proposal to establish co-operation with the European Commission in civil aviation sector; and

(b) if so, the programme drawn up for the same and the amount involved therein?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) The programme envisages workshops, seminars and courses in various aspects of Civil Aviation like aviation safety, airline management, air traffic management, airport activities, Pilots/Instructor training, product support and maintenance in airline industry etc. The total project cost, worked out as per the European standards, is 32 million ECU.

Revision of High Altitude Allowance for Soldiers

*320. SHRI K.P. SINGH DEO: Will the Minister of DEFENCE be pleased to state:

(a) whether high altitude allowance for troops operating at certain altitudes was granted in 1962;

(b) whether it was made mandatory that this allowance would be subjected to revision every alternate year; and

(c) if so, the number of times the special allowance has been revised so far since then?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir

(b) and (c) No, Sir. However, since 1962, the rates of this allowance have been revised six times, in 1968, 1970, 1973, 1993, 1997 and 1999.

Visit of the Minister to Dubai

3228. SHRI RAMESH CHENNITHALA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount spent for the Civil Aviation Minister's visit to Dubai at the time of the plane hijacking and the concrete achievement brought about by the Minister in terms of resolving of hijack crisis by this visit; and

(b) the number of hostages killed by terrorists in the hijacked Indian Airlines plane?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Cost of relief flight operated by Indian Airlines to Dubai to bring back hijacked passengers released in UAE is Rs. 42.00 lacs. The purpose of the Minister's visit to Dubai was to facilitate early repatriation of the hostages released by the hijackers.

(b) One hostage was killed by the terrorists in the hijacked Indian Airlines plane.

[Translation]

**Tenders Awarded by Airports
Authority of India**

3229. SHRI ASHOK ARGAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of tenders awarded by the Airport Authority of India during 1997-98 and 1999, year-wise;

(b) whether the works have been/are being completed on the targetted time as per the terms of contract; and

(c) if not, the reasons for the delay?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Airports Authority of India (AAI) has awarded 56 tenders in 1997, 63 in 1998 and 86 in 1999.

(b) and (c) By and large most of the projects are progressing as per schedule. However, in some cases there have been delays in completion of projects due to non availability of land free of encumbrances; non availability of essential materials especially in North Eastern States; modifications in the project/work; slow mobilisation of resources and abnormal weather conditions such as in Leh, Kargil etc.

[English]

Growth of Tourism Industry

3230. SHRI M.V.V.S. MURTHI:
SHRI SHIVAJI MANE:
SHRI RAM MOHAN GADDE:
SHRI R.S. PATIL:

Will the Minister of TOURISM be pleased to state:

(a) whether the World Travel and Tourism Council has launched the first India initiative which envisages bringing India's top most travel and tourism stakeholders together to accelerate the industry's growth as reported in 'Business Standard' dated February 14, 2000;

(b) if so, the details in this regard; and

(c) the extent to which India's tourism industry is likely to be benefited therefrom?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUAMR): (a) Ministry of Tourism has not received any specific communication/proposal from the World Travel and Tourism Council.

(b) and (c) Does not arise.

[Translation]

**Development of Tourism in Jammu and
Kashmir**

3231. SHRI ABDUL RASHID SHAHEEN: Will the Minister of TOURISM be pleased to state:

(a) the number of action plans incorporated in the Eighth Five Year Plan to promote tourism in Jammu and Kashmir;

(b) the amount allocated for this purpose;

(c) the achievements made in this regard; and

(d) the details of centrally sponsored tourism projects being undertaken in Jammu and Kashmir?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (d) During Eighth Five Year Plan the amount sanctioned for development of tourism in the State of Jammu and Kashmir is as under:

(Rs. in lakhs)			
Year	No. of Projects Sanctioned	Amount Sanctioned	Amount Released
VIII PLAN			
1992-93	8	116.75	68.57
1993-94	13	199.86	121.38
1994-95	13	188.23	102.25
1995-96	4	99.09	51.60
1996-97	6	88.47	39.65
IX PLAN			
1997-98	10	293.35	156.75
1998-99	6	192.85	84.50

A special Task Force to look into the revival and development of tourism in J&K State was also set up in April 1997 and their recommendations have been sent to J&K Govt. and concerned Ministries.

During the year 1999-2000, 28 projects/schemes have been identified for Central financial assistance of Rs. 909.59 lakhs for J&K State.

*[English]***Acquiring of Land at Talit Station**

3232. SHRI NIKHILANANDA SAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received various representations from Mill Owners, major clearing agents and forwarding agents for Fertilisers, Cement, Manganese Ore, Salt, Foodgrains, etc. about their difficulty in handling clearing jobs due to inadequate infrastructure at Bardhaman Goods shed in Eastern Railway;

(b) if so, whether they proposed to go in for a private siding of their own on a land which is contiguous to Talit station;

(c) whether the State Government has also agreed to help them in acquiring 75 acres of land; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) to (d) Do not arise.

*[Translation]***Persons Arrested for Blackmarketing**

3233. SHRI RAMANAND SINGH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of persons arrested for adulteration and blackmarketing under the Essential Commodities Act in the country during 1998-99 and 1999-2000 till date, State-wise; and

(b) the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Information is being collected and will be laid on the table of the House.

*[English]***Security in flights of Private Airlines**

3234. SHRI AMAR ROYPRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have provided security in all the flights of Private Airlines to prevent the aircraft and passengers from hijacking;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Security guidelines in accordance with the standards and recommended practices laid down in Annex 17 to the Convention on International Civil Aviation (Chicago) 1944 and the International Civil Aviation Organisation Security Manual are strictly followed in respect of private airlines also. Regular monitoring of security arrangements is done through the Bureau of Civil Aviation Security (BCAS). A comprehensive training programme for training of cockpit crew/cabin crew has been formulated by the BCAS and is being regularly imparted to the staff of private airlines also.

(c) Does not arise.

Identity Cards to Retired Defence Civilians

3235. SHRI C.N. SINGH: Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No. 825 dated July 28, 1997 regarding identity cards to retired defence civilian employees and state:

(a) whether the retired defence civilian employees have since been issued identity cards;

(b) if so, the reasons attributed thereto in context with the above reply;

(c) the steps taken to ensure that the entry of retired defence civilian employees are made free in CAO's Office, 'A' Block, Hutments Housing Naval HQ Civilian Office and 'J' Block of Air HQ on the basis of these cards; and

(d) the measures taken to allow the CSD canteen facilities to the retired defence civilian employees at Delhi?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Based on the representations made by the Staff Associations, subsequent to the reply of Unstarred Question No. 825 dated July 28, 1997 decision was taken to provide identity cards to the retired AFHQ civilian employees to enable them to identify themselves for any other activity including re-employment. These identity cards have been introduced from 1st October 1999. The identity cards are distinct and different from the ones which are issued to Service personnel and civilian employees in active service. The identity cards do not provide any special privilege like entry into Ministry of Defence or any of the Services HQ and other defence related establishments.

(d) As per present policy, retired defence civilian employees are not authorised CSD canteen facilities.

Fire in Purusotham Express

3236. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether some compartments of Purusotham Express caught fire at Purnea Station on February 25, 2000;

(b) if so, the reasons therefor;

(c) the total loss of life and property thereby;

(d) whether no fire extinguisher were available to put out the fire;

(e) if so, whether any inquiry has been conducted in this regard; and

(f) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) On 25.02.2000, the front SLR of 2802 Purushottam Express caught fire at Purulia station of Adra Division, South Eastern Railway.

(b) This accident occurred due to continuous contact between the naked incandescent bulbs and some packages containing plastic goods.

(c) There were no casualty or injury to any person. The loss of railway property is Rs. 2.02 lakhs approximately.

(d) No, Sir. Fire extinguisher was available with the train guard.

(e) and (f) This accident has been inquired into by a Committee of officers and action under Discipline and Appeal Rules has been initiated against the defaulting person.

[Translation]

Stoppages of Palace on Wheels

3237. SHRI RAGHUVIR SINGH KAUSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to increase the stoppages of "Palace on Wheels", particularly at Kota;

(b) if so, the details thereof; and

(c) the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) and (c) Do not arise.

[English]

Ration to Kargil Victim on free of cost

3238. SHRI RAJ NARAIN PASSI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Union Government have asked the Kargil and Jammu administration to provide free of cost ration to the Kargil conflict affected families till May 2000;

(b) if so, the details thereof;

(c) whether the Government propose to provide free of cost ration to the farmers of Purvanchal area of Uttar Pradesh who have not got the payments of their sugarcane from the sugar mills till now;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the effective plan is being prepared or proposed to be prepared by the Union Government to elevate and salvage such farmers who are on the verge of starvation?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) and (b) As part of the relief package announced by the Prime Minister, the Government of Jammu & Kashmir sanctioned in October, 1999 free ration at the scale of 9 kg of foodgrains per person per month; and 10 litre of kerosene per family per month for six months in case of displaced persons of Jammu and Kashmir province; and upto May, 2000 in case of displaced persons of Leh and Kargil who suffered due to firing from across the border. The cost of relief package, including free foodgrains, has been estimated by the State Government at Rs. 35 crores. Out of this, an advance of Rs. 24.80 crores has already been released by the Central Government to the Government of Jammu & Kashmir.

(c) No, Sir.

(d) Does not arise.

(e) A quantity of 1.61 lakh quintals of sugarcane was received from the farmers of Bansgaon parliamentary constituency by the sugar mill at Ghoshi upto 15.2.2000, the cost of which was Rs. 134.76 lakh. Out of this, 44.18 lakh has been paid to the farmers and the sugar mill is taking action for payment of the balance amount.

(f) Union Government allots foodgrains for Targetted Public Distribution System (TPDS) as per TPDS Guidelines. Additional allocations of foodgrains on demand are also made to State Governments from time to time for calamity relief, in floods, drought, cyclone etc. subject to resource constraints.

[Translation]

Appointments on G.S.As. Posts in Air India

3239. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the criteria adopted by Air India for appointing G.S.As. in foreign countries;

(b) the details of G.S.As. appointed during the last three years;

(c) whether some G.S.As. have been appointed during the current year; and

(d) if so, details thereof and the criteria adopted for such appointments?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The criteria adopted by Air India for appointing GSA in foreign countries, are:-

(i) Requirement of the market or Local Custom (ii) The sales potential and size of the territory and market practices followed by the Competitors (iii) Financial standing of party recommended. (a Bank Guarantee is essential from the recommended party which must be commensurate with the business transacted in any given sales period). (iv) Availability of trained staff, suitable office space etc. with the recommended party (v) Feasibility of obtaining a Performance Guarantee from the recommended party with regard to the target to be achieved and other marketing requirements like pricing, distribution and sales promotional activities to be undertaken. (vi) Each applicant for the GSA ship is required to fill up an exhaustive questionnaire which *inter alia* include information on : (i) Type of business entity whether in partnership or sole Proprietorship etc. (ii) Financial Standing of the Company; (iii) Details of Partners/Directors of the Company; and (iv) Details of office premises of the Company, etc.

The proposal is then forwarded for examination by the standing GSA Committee consisting of Senior Officials of the Company comprising of Commercial and Finance Departments at Headquarters. After a thorough scrutiny of the completed questionnaire and after the conducting on the site inspection, the GSA Committee sends the proposal through the Commercial Director to the Managing Director for approval.

(b) Two GSAs were appointed by Air India during the last three years namely (i) M/s. P.T. Bumi Dirganusa

International for passenger Transportation in the Territory of Indonesia and (ii) M/s. House of Travel for Passenger & Cargo Transportation for Territory of Kuwait.

(c) No GSA has been appointed in the current year.

(d) Does not arise.

[English]

Problems in Management of Foodgrains and P.D.S.

3240. SHRI SADASHIVRAO DADOBA MANDLIK: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether during a meeting, the representatives of Southern State Governments have discussed problems faced in management of foodgrains and Public Distribution System;

(b) if so, the details thereof; and

(c) the decisions taken during the meeting?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) to (c) Yes, Sir. Initiative has been taken by Government of India to evolve a consensus by involving the State Governments in a debate on revamping the Public Distribution System (PDS) to make it efficient and better targetised in a transparent and accountable manner throughout the country. Government of India convened a meeting with the Southern States under the aegis of Advisory Council on Foodgrains management and Public Distribution an apex level body consisting of people's representative of States and authorities of Central Government at Bangalore recently.

Issues addressed in the meeting relate to enhancement of allocation of foodgrains for BPL population, Central Issue Price (CIP), diversion of PDS commodities, involvement of Panchayati Raj Institutions (PRIs) in functioning of PDS, adoption of Citizens' Charter for making the system more effective and foolproof etc. The zonal meetings of the Advisory Council with active participation of State Governments have given an opportunity to assimilate the thinking on broad spectrum of issues involved in management of foodgrains and Public Distribution System. Keeping in view the consensus for increasing the allocation of foodgrains for the population living below poverty line, the Government of India has recently announced an increase in allocation of foodgrains

to the BPL population from 10 kg. to 20 kg. per family per month in the Budget presented in the Paliament for the year 2000-2001.

Escalator at Madras Airport

3241. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a baggage of a passenger was sucked by the escalator at Madras Airport in December, 1999;

(b) if so, the details thereof;

(c) whether this escalator was installed/maintained by the same company that had installed the escalator at IGI Airport, Delhi where a girl was killed recently; and

(d) if so, the steps that have been taken by the Government to avoid such accidents at the Airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The incident occurred due to improper use by passenger. The safety mechanism activated auto-matically and escalator tripped. No one was injured.

(c) Yes, Sir.

(d) The following steps have been taken by Airports Authority of India (AAI) to prevent recurrence of such incidents in future:

(i) Instruction for use of these equipment have been displayed prominently for the benefit of the users; and

(ii) The staff of all the agencies at airport have been imparted familiarisation training for use of the equipments and for dealing with unforeseen situation.

[Translation]

Development of Super-Sonic Bomber Aircraft by USA

3242. DR. SANJAY PASWAN: Will the Minister of DEFENCE be pleased to state:

(a) whether America is developing super-sonic bomber aircraft with the speed of 3500 to 7000 miles per hour which can escape radar range as published in *Dainik Jagaran* dated January 14, 2000;

(b) if so, the facts thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Government have no information in this regard.

[English]

Covering the View of Close Circuit Cameras at Airports

3243. SHRI RAMCHANDRA PASWAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the closed circuit cameras at Mumbai airport were recently found covered with layers of chewing gum and the cameras at the Delhi airport were also found covered with sweaters and baseball caps to cover the cameras view;

(b) if so, whether the Government have made any inquiry into the matter;

(c) if so, the outcome therefrom; and

(d) the action taken by the Government in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir. No such incident has been reported from Mumbai and Delhi airports in respect of Closed Circuit Television Cameras of Airports Authority of India.

(b) to (d) Do not arise.

Exploitation of Tourists on Millennium first sunrise in Katchal Island

3244. DR. MANDA JAGANNATH:
DR. (SMT.) C. SUGUNA KUMARI:
SHRI K. YERRANNAIDU:
DR. S. VENUGOPAL:

Will the Minister of TOURISM be pleased to state:

(a) whether Katchal Island was developed as tourist destination to welcome the new millennium Sunrise;

(b) if so, the amount spent thereon;

(c) the earnings made from tourists;

(d) whether India missed out on the tourist opportunity of the millennium by failing to explore the first dawn sunrise in the Katchal Island to attract foreign tourists; and

(e) if so, the reasons for failure to attract substantial tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) Katchal Island in the Nicobar Group of Islands, is a restricted area and is also considered ecologically fragile. To get publicity associated with the Millennium Sunrise, special permission for regulated visitors for 6 days from 29.12.99 to 3.1.2000 were obtained. An amount of Rs. 25 lakhs has been spent on various arrangements. It was a limited publicity initiative and because of the constraints explained, the question of earnings from tourists did not arise.

(d) No, Sir. The Govt. opened the Katchal Island, a restricted area in Andaman & Nicobar Island only for a period of 6 days from 29th Dec, 1999 to 3rd January 2000 for the visitors to give them an opportunity to view the first sunrise of the New Millennium.

(e) Does not arise.

Foreign investment in tourism sector

3245. DR. V. SAROJA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have set up a Foreign Investment Promotion Board and a Project Approval Board in order to clear the proposals for foreign investment;

(b) if so, the details and the functioning thereof;

(c) the foreign investment has been made in tourism sector so far;

(d) the proposals of foreign direct investment which have been cleared so far; and

(e) the steps taken to attract more foreign investment in the tourism sector?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (e) Yes, Sir. Government of India has identified Tourism as a "high priority" industry for foreign & private investment. Accordingly, a Foreign Investment Promotion Board and Project Approval Board have been set up in the Ministry of Industry to approve proposals for foreign investments expeditiously. Foreign and NRI investments up to 100% in tourism sector come under the automatic approval scheme.

The Foreign Direct Investment and Technical collaborations approved in the Hotel & Tourism Sector

during the post policy period from 1.8.91 to 31.11.99 are as under:—

Number of approvals			Amount of Foreign Direct Investment Approved (Amount in Rupees—Million)
Technical	Financial	Total	
131	257	388	42504.73

Installation of Category III Landing Instrument

3246. SHRI C. SREENIVASAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the airports in the country where air traffic was disrupted because of fog during the last two Winter seasons;

(b) the financial loss suffered by Indian Airlines including Alliance Air and Air India due to such disruption;

(c) whether the Government have any proposal to instal category III Instrument Landing System at these airports to facilitate take off/landing even in low visibility; and

(d) if so, the details of the airports on which the instrument is likely to be installed?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The Indira Gandhi International Airport, Delhi and domestic airports at Lucknow, Jammu and Amritsar were affected due to heavy fog during the last two winter seasons leading to disruption of flights.

(b) Air India suffered a loss of Rs. 530 lakhs in 1998-99 and Rs. 130 lakhs in 1999-2000 and Indian Airlines including Alliance Air incurred a loss of Rs. 6.47 crores in 1998-99 and Rs. 2.50 crores in 1999-2000.

(c) and (d) Airports Authority of India (AAI) has already installed Cat. III Instrument Landing System (I.L.S.) at Indira Gandhi International (IGI) Airport. On installation of runway centre-line lights at IGI airport this system will be declared operational in November, 2000. AAI has plans to instal Cat. II I.L.S. at Lucknow, Jammu and Amritsar by 2001.

Air Cargo Complex at Bangalore Airport

3247. SHRI G. PUTTA SWAMY GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Karnataka Government have sent a proposal for setting up of a second Air Cargo Complex at Bangalore Airport; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No, Sir. The Air Cargo Complex at Bangalore airport has been established and managed by Mysore Sales International Ltd. (MSIL), a State Government of Karnataka owned Public Sector Undertaking.

**Training to Indian Pilots of Fighter
Planes by Poland**

3248. SHRI PRIYA RANJAN DASMUNSI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government had signed an agreement with the Government of Poland in 1996 to train the pilots of Indian Air Force;

(b) if so, the rate of casualties recorded from 1980 to 1996 every year and its comparative figures from 1996 to 1999, year-wise;

(c) whether any complaints have been lodged by Air Force in the training schedule for which several precious lives of young pilots have been destroyed; and

(d) if so, the details thereof and the follow-up action taken thereon?

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

(b) A Statement regarding the details of training related casualties year-wise from 1980 to 1999 is attached.

(c) No, Sir. The Indian Air Force has, however, projected the requirement for an Advanced Jet Trainer.

(d) All available options for induction of Advanced Jet Trainers into the Air Force are being evaluated. The Indian Air Force have carried out technical appraisal of the various AJTs available and have found Hawk of United Kingdom and Alpha Jet of France the most suitable options to meet the requirements of the Indian Air Force. Discussions have been held with the vendors in January-February, 2000. The source of AJT has not so far been finalised.

Statement

Year	No. of accidents	Number of fatalities
1980	04	05
1981	01	01
1982	03	03
1983	01	02
1984	02	02
1985	01	01
1986	04	06
1987	02	03
1988	—	—
1989	03	04
1990	01	01
1991	02	03
1992	—	—
1993	01	01
1994	01	01
1995	05	06
1996	01	01
1997	—	—
1998	02	02
1999	02	02

International Cargo Terminal at Cochin Airport

3249. SHRI K. KARUNAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have taken any steps to start international cargo terminal at the Cochin Airport (Kerala); and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The Cochin airport at Nedumbassery belongs to the Cochin International Airport Ltd. (CIAL), a company of the State Government of Kerala.

The CIAL, in the first phase, has developed a cargo complex measuring 4500 sq. metres.

**Review of Disability Concept during
Army Service**

3250. MAJ. GEN. (RETD.) B.C. KHANDURI: Will the Minister of DEFENCE be pleased to state:

(a) whether Armed Forces personnel are sent out of service on becoming "Low-Medical" category;

(b) whether the Rules and Regulations in this regard are of Pre-1947 vintage;

(c) if so, the reasons for not revising and updating the Rules;

(d) whether soldier's percentage of disability decided by a competent Medical Board of the Services, can be arbitrarily reduced by the office of CDA (Pension) Allahabad;

(e) if so, the justification therefor; and

(f) the steps being taken to re-examine the entire concept of "Disability" during service and its "non-attributability" for purposes of pension?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Only such of the Armed Forces personnel in low medical category are boarded out of Service whose medical category render them unfit for military service, and is so recommended by the competent Medical Board.

(b) and (c) No, Sir. The rules and regulations are revised from time to time depending upon treatment facilities available for different health problems.

(d) and (e) As per Rules, the finding of the Medical Board is not final and can be reviewed/revised by the Medical Advisor (Pension) attached with CDA (Pension).

(f) The matter is being re-examined by the Government.

Performance of FCI

3251. SHRI SHIVAJI VITHALRAO KAMBLE: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have reviewed the performance of Food Corporation of India for the last three years in terms of targets set and achievements made;

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

(c) the steps taken/proposed to be taken to cut down administrative cost during the current year and next three years;

(d) the procurement targets fixed and achieved during current Kharif season and proposed for Rabi season, State-wise; and

(e) the present established capacity and expansion plan for the next three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) and (b) The performance of the Food Corporation of India is reviewed from time to time by the Government. The details of the targets fixed and the achievements made in respect of procurement of foodgrains and storage construction programme for the last three years, which are constituents of the Annual Action Plan of the Government are given in statement-I.

(c) The following steps have been taken to cut down the administrative cost:-

(i) Achieving average capacity utilisation of 75% to reduce storage cost even though the procurement of grains is seasonal.

(ii) Making continuous efforts to reduce shortages in handling of foodgrains.

(iii) Releasing stock in the open market to reduce inventory carrying cost.

(iv) Issuing of old stocks, disposing of C&D category stocks and strengthening supervision on movement of foodgrains to control the incidence of transit and storage shortages.

(v) Machine stitching of gunnies and handling of foodgrains in 50 Kg bags to reduce the storage and transit loss.

In order to reduce the quantum of subsidy, steps have been taken to decentralise the procurement operations in Uttar Pradesh, Madhya Pradesh and West Bengal, under this scheme, the stocks are procured and issued locally within the State, thereby saving on handling and transportation.

(d) Since wheat/paddy is procured under price support scheme under voluntary offer from farmers, no targets as such are fixed by the Government.

(e) FCI has a total storage capacity of 24.88 million tonnes all over the country as against the total stock of 19.40 million as on 1.2.2000. A statement showing State-wise storage capacity owned and hired, covered and covered area and plinth (CAP) and the stocks therein is given in statement-II.

During the next three years of the current Ninth Five Year Plan, it is proposed to create additional capacity of 3.43 lakh MT subject to availability of funds. State-wise proposed construction of godowns during the Annual Plan 1999-2000 to 2001-2002 is as given in Annexure-III, statement-III.

Statement-I

Financial: Rs. crores
Physical: lakh Tonnes

Year	Target			Achievements		
	Procurement of foodgrains	Storage Construction programme	Minimum Stock level	Procurement of foodgrains	Storage Construction programme	Minimum Stock level
1996-97						
Financial	—	17.86	—	—	18.53	—
Physical	143.00	0.33	2(Months)	200.15	0.22	2(Months)
1997-98						
Financial	—	18.96	—	—	19.94	—
Physical	180.00	0.81	2(Months)	240.40	0.71	2(Months)
1998-99						
Financial	—	20.00	—	—	17.86	—
Physical	215.00	0.43	2 (Months)	242.64	0.41	2 (Months)
1999-2000*						
Financial	—	20.00	—	—	12.00 (Prov.)	—
Physical	254.00	1.15	2(Months)	263.05	0.55	2(Months)

(*) Target is for the total financial year and the achievements are upto December, 1999.

Statement-II

Storage capacity position as on 31.01.2000 of F.C.I., stocks held and its % age utilisation

Position as on 31.01.2000
(Fig. in 000' tonnes)

Sl. No.	Position as on	Covered			Cap (Open)			Grand Total
		Owned	Hired	Total	Owned	Hired	Total	
1	2	3	4	5	6	7	8	9
I-Position as on 31.01.2000								
1. Capacity		12575.41	7477.35	20052.76	2016.65	2807.36	4824.01	24876.77
2. Stocks held		9585.08	6516.48	16101.48	1138.56	2160.33	3298.89	19400.43
3. Utilisation		76%	87%	80%	56%	77%	68%	78%

1	2	3	4	5	6	7	8	9
II-Position as on 31.12.1999								
1. Capacity		12575.41	7233.81	19809.22	2005.85	2885.04	4890.89	24700.11
2. Stocks held		9421.82	6259.37	15681.19	1235.28	2254.59	3489.87	19171.06
3. Utilisation		75%	87%	79%	62%	78%	71%	78%
III-Position as on 31.01.1999								
1. Capacity		12503.46	6752.99	19256.45	1586.78	2777.93	4364.71	23621.16
2. Stocks held		7929.21	5184.64	12813.85	754.00	2275.28	3029.28	15843.13
3. Utilisation		61%	77%	67%	48%	82%	69%	67%

Statement showing the State-wise storage capacity (owned & hired/covered & cap), stocks held and its %age utilisation available with Food Corporation of India as on 31.01.2000

(Fig. in. 000' Tonnes)

Sl. No.	Name of the State/ Union territories		Covered					Total (Hired) (4 to 7)	Total (Covered) (3 + 8)	Cap (open)			Grand Total (9 + 12)
			Hired From							Owned	Hired	Total	
			FCI Owned	State Govt.	C.W.C.	S.W.C.	Private Parties						
1	2	3	4	5	6	7	8	9	10	11	12	13	
I- East Zone													
1.	Bihar	Capacity	432.57	10.34	18.00	18.03	88.81	135.18	567.75	-	-	-	567.75
		Stocks	228.34	7.86	12.37	13.57	38.02	71.82	300.16	-	-	-	300.16
		Utilisation	53%	76%	68%	75%	43%	53%	53%	-	-	-	53%
2.	Orissa	Capacity	267.58	-	42.92	128.77	15.00	186.69	454.27	-	-	-	454.27
		Stocks	200.75	-	35.67	104.88	17.86	158.41	358.16	-	-	-	358.16
		Utilisation	75%	-	83%	81%	119%	85%	79%	-	-	-	79%
WEST BENGAL STATE													
3.	West Bengal	Capacity	343.43	99.44	14.32	3.70	70.78	188.24	531.67	-	-	-	531.67
		Stocks	158.04	25.85	6.42	1.60	37.18	71.05	229.09	-	-	-	229.09
		Utilisation	46%	26%	45%	43%	53%	38%	43%	-	-	-	43%
4.	JM (PO) Calcutta	Capacity	518.62	67.00	-	-	40.00	107.00	625.62	-	-	-	625.62
		Stocks	243.70	3.16	-	-	2.20	5.36	249.06	-	-	-	249.06
		Utilisation	47%	05%	-	-	05%	05%	40%	-	-	-	40%
	Total of West Bengal State	Capacity	862.05	166.44	14.32	3.70	110.78	295.24	1167.29	-	-	-	1167.29
		Stocks	401.74	28.01	6.42	1.60	39.38	76.41	478.15	-	-	-	478.15
		Utilisation	47%	17%	45%	43%	38%	28%	41%	-	-	-	41%

1	2	3	4	5	6	7	8	9	10	11	12	13	
5.	Sikkim	Capacity	7.30	-	-	-	8.95	8.95	16.25	-	-	-	16.25
		Stocks	4.59	-	-	-	6.78	6.76	11.36	-	-	-	11.36
		Utilisation	63%	-	-	-	76%	76%	70%	-	-	-	70%
	Total of East Zone	Capacity	1599.50	176.78	75.24	150.50	223.54	628.06	2195.56	-	-	-	2195.56
		Stocks	835.42	36.87	54.46	120.05	102.02	313.40	1148.82	-	-	-	1148.82
		Utilisation	53%	21%	72%	80%	46%	50%	52%	-	-	-	52%
II- N.E. ZONE													
ASSAM REGION													
6.	Assam	Capacity	199.30	3.87	12.52	11.65	73.50	101.54	300.84	-	-	-	300.84
		Stocks	118.35	1.09	6.32	10.23	50.27	67.91	186.26	-	-	-	186.26
		Utilisation	59%	28%	50%	86%	68%	67%	62%	-	-	-	62%
7.	Arunachal Pradesh	Capacity	17.50	-	-	-	-	-	17.50	-	-	-	17.50
	Pradesh	Stocks	10.22	-	-	-	-	-	10.22	-	-	-	10.22
		Utilisation	58%	-	-	-	-	-	58%	-	-	-	58%
	Total of Assam	Capacity	216.80	3.87	12.52	11.65	73.50	101.54	318.34	-	-	-	318.34
	Region	Stocks	128.57	1.09	6.32	10.23	50.27	67.91	186.48	-	-	-	186.48
		Utilisation	59%	28%	50%	86%	68%	67%	62%	-	-	-	62%
II. N.E. ZONE (SHILLONG)													
8.	Meghalaya	Capacity	10.00	-	-	6.80	-	6.80	16.80	-	-	-	16.80
		Stocks	6.26	-	-	4.05	-	4.05	10.31	-	-	-	10.31
		Utilisation	63%	-	-	60%	-	60%	61%	-	-	-	61%
9.	Manipur	Capacity	17.75	1.00	-	-	-	1.80	18.75	-	-	-	18.75
		Stocks	11.31	0.91	-	-	-	0.91	12.22	-	-	-	12.22
		Utilisation	64%	91%	-	-	-	91%	65%	-	-	-	66%
10.	Mizoram	Capacity	17.59	1.00	-	-	3.79	4.79	22.38	-	-	-	22.38
		Stocks	5.04	0.74	-	-	0.08	0.82	5.86	-	-	-	5.86
		Utilisation	29%	74%	-	-	02%	17%	26%	-	-	-	26%
11.	Nagaland	Capacity	7.72	-	10.13	-	3.20	13.33	21.05	-	-	-	21.05
		Stocks	0.71	-	6.02	-	0.59	6.61	7.32	-	-	-	7.32
		Utilisation	09%	-	59%	-	18%	50%	35%	-	-	-	35%
12.	Tripura	Capacity	16.67	4.80	10.92	-	1.67	17.39	34.06	-	-	-	34.06
		Stocks	10.11	2.25	8.12	-	1.90	12.27	22.38	-	-	-	22.38
		Utilisation	61%	47%	74%	-	114%	71%	66%	-	-	-	66%
	Total of N.E.	Capacity	69.73	6.80	21.05	6.80	8.86	43.31	113.04	-	-	-	113.04
	Region	Stocks	33.43	3.90	14.14	4.05	2.57	24.66	58.09	-	-	-	58.09
		Utilisation	48%	57%	67%	60%	30%	57%	51%	-	-	-	51%
	Total of N.E. Zone	Capacity	296.53	10.67	33.57	18.45	82.16	144.85	431.38	-	-	-	431.38
		Stocks	162.00	4.99	20.46	14.28	52.84	92.57	254.57	-	-	-	254.57
		Utilisation	57%	47%	61%	77%	64%	64%	59%	-	-	-	59%

1	2	3	4	5	6	7	8	9	10	11	12	13	
III. NORTH ZONE													
13.	Delhi	Capacity	336.37	-	5.89	-	-	5.00	341.37	21.40	-	21.40	362.77
		Stocks	228.03	-	2.77	-	-	2.77	230.80	5.13	-	5.13	236.93
		Utilisation	68%	-	56%	-	-	55%	68%	24%	-	24%	65%
14.	Haryana	Capacity	763.88	27.28	44.02	57.50	241.86	370.88	1134.32	265.03	24.07	289.10	1423.42
		Stocks	469.91	25.78	44.02	57.50	237.59	364.89	834.80	80.64	22.32	82.96	917.76
		Utilisation	62%	95%	100%	100%	98%	98%	74%	23%	93%	29%	64%
15.	Himachal Pradesh	Capacity	10.84	9.38	5.37	-	0.87	15.62	28.46	-	-	-	28.46
		Stocks	8.28	5.46	2.79	-	0.49	8.74	17.02	-	-	-	17.02
		Utilisation	76%	58%	52%	-	56%	56%	64%	-	-	-	64%
16.	J&K	Capacity	77.34	15.00	-	-	8.80	23.80	100.94	-	-	-	100.94
		Stocks	85.34	22.87	-	-	8.70	31.51	116.85	-	-	-	116.85
		Utilisation	110%	152%	-	-	101%	134%	116%	-	-	-	116%
PUNJAB REGION													
17.	Punjab	Capacity	2133.63	328.29	342.93	747.74	1464.32	2872.79	5006.42	469.51	2059.86	2519.37	7525.79
		Stocks	2063.57	330.71	337.56	729.79	1376.80	2773.86	4867.43	177.61	1623.59	1701.20	6558.63
		Utilisation	96%	101%	98%	98%	95%	97%	97%	38%	74%	68%	87%
18.	Chandigarh	Capacity	39.94	3.50	17.70	9.94	-	31.14	71.08	6.30	28.75	35.05	108.13
		Stocks	46.94	2.00	16.33	9.94	-	28.27	75.21	2.02	9.44	11.46	86.67
		Utilisation	118%	57%	92%	100%	-	91%	106%	32%	33%	33%	82%
	Total of Punjab	Capacity	2173.57	331.79	360.23	757.68	1464.23	2903.93	5077.50	485.81	2088.61	2554.42	7631.92
	Region	Stocks	2130.51	332.71	353.89	739.73	1376.80	2802.13	4832.54	179.63	1633.03	1712.66	6546.30
		Utilisation	98%	100%	98%	98%	95%	98%	97%	38%	73%	67%	87%
19.	Rajasthan	Capacity	707.03	-	15.24	51.89	158.85	223.78	830.81	154.05	92.08	246.13	1178.94
		Stocks	595.65	-	15.24	53.63	144.01	212.89	778.53	103.21	88.02	191.23	988.76
		Utilisation	80%	-	100%	104%	92%	95%	84%	67%	96%	78%	82%
20.	Uttar Pradesh	Capacity	1525.71	-	222.34	205.89	188.97	617.00	2142.71	330.12	75.28	405.40	2548.11
		Stocks	1114.00	-	213.00	205.89	138.26	561.95	1675.95	138.34	60.41	198.75	1874.70
		Utilisation	73%	-	98%	100%	73%	91%	78%	42%	80%	49%	74%
	Total of North	Capacity	5694.52	383.45	652.20	1072.56	2051.38	4159.59	9754.11	1236.41	2280.04	3516.45	13270.56
	Zone	Stocks	4801.72	386.82	636.71	1056.55	1904.85	3984.93	8586.65	486.95	3703.78	2190.73	10777.38
		Utilisation	82%	101%	98%	98%	93%	96%	88%	39%	75%	62%	81%
IV. SOUTH ZONE													
ANDHRA PRADESH STATE													
21.	Andhra Pradesh	Capacity	1140.09	-	483.70	361.10	50.70	895.50	2036.59	239.80	120.00	369.80	2395.39
		Stocks	846.29	-	421.80	254.40	28.90	706.10	1550.39	227.50	110.00	337.50	1867.89
		Utilisation	74%	-	87%	70%	57%	79%	76%	95%	92%	94%	79%

1	2	3	4	5	6	7	8	9	10	11	12	13	
22.	JM (PO)	Capacity	41.56	-	-	-	-	-	41.56	-	-	-	41.56
	Vizag	Stocks	28.01	-	-	-	-	-	28.01	-	-	-	28.01
		Utilisation	67%	-	-	-	-	-	67%	-	-	-	67%
	Total of Andhra	Capacity	1181.65	-	483.70	361.10	50.70	895.50	2077.15	239.80	120.00	359.80	2436.95
	Pradesh	Stocks	873.30	-	421.80	254.40	28.90	705.10	1578.40	227.50	110.00	337.50	1915.90
		Utilisation	74%	-	87%	70%	57%	79%	76%	95%	92%	94%	79%
23.	Kerala	Capacity	535.44	-	7.00	-	6.35	13.35	548.79	11.35	-	11.35	560.14
		Stocks	468.44	-	6.80	-	6.38	13.18	481.62	11.35	-	11.35	482.97
		Utilisation	87%	-	97%	-	100%	98%	88%	100%	-	100%	86%
24.	Karnataka	Capacity	276.37	-	96.90	119.40	17.45	233.75	510.12	118.93	4.35	124.28	634.40
		Stocks	254.96	-	77.76	93.05	11.92	182.73	437.69	98.49	4.43	102.92	540.61
		Utilisation	92%	-	80%	78%	68%	78%	86%	82%	102%	83%	85%
TAMIL NADU REGION													
25.	Tamil Nadu	Capacity	547.28	-	199.50	100.00	-	299.50	846.78	53.85	-	53.85	900.63
		Stocks	439.70	-	176.81	85.05	-	261.86	701.56	40.22	-	40.22	741.78
		Utilisation	80%	-	89%	85%	-	87%	83%	75%	-	75%	82%
26.	JM (PO)	Capacity	40.00	-	-	-	-	-	40.00	-	-	-	40.00
	Chennai	Stocks	5.11	-	-	-	-	-	5.11	-	-	-	5.11
		Utilisation	12%	-	-	-	-	-	12%	-	-	-	12%
27.	Pondicherry	Capacity	41.20	-	-	-	-	-	41.20	-	37.33	37.33	78.53
		Stocks	23.66	-	-	-	-	-	23.66	-	37.33	37.33	60.99
		Utilisation	57%	-	-	-	-	-	57%	-	100%	100%	78%
	Total of Tamil Nadu	Capacity	628.48	-	199.50	100.00	-	299.50	927.98	53.85	37.33	91.18	1019.16
	Region	Stocks	468.47	-	176.81	85.05	-	261.86	780.38	40.22	37.33	77.55	807.88
		Utilisation	75%	-	89%	85%	-	87%	79%	75%	100%	85%	79%
	Total of South	Capacity	2621.94	-	87.10	580.90	74.50	1442.10	4084.04	424.93	161.68	586.61	4650.65
	Zone	Stocks	2066.17	-	83.17	432.50	47.20	1182.87	3226.04	377.56	151.76	529.32	3757.36
		Utilisation	79%	-	87%	74%	63%	81%	79%	89%	94%	90%	81%
V. WEST ZONE													
GUJARAT STATE													
28.	Gujarat	Capacity	336.43	12.11	51.66	-	209.38	273.15	609.58	129.58	160.50	290.08	889.66
		Stocks	237.30	6.93	52.77	-	188.38	248.08	485.36	130.77	150.79	281.56	766.94
		Utilisation	71%	57%	102%	-	90%	91%	80%	101%	94%	97%	86%
29.	Kandla	Capacity	143.86	-	-	-	-	-	143.86	48.54	-	48.54	192.40
	Port	Stocks	118.94	-	-	-	-	-	118.94	48.54	-	48.54	167.48
		Utilisation	83%	-	-	-	-	-	83%	100%	-	100%	87%
	Total of Gujarat	Capacity	480.29	12.11	51.66	-	209.38	273.15	753.44	178.12	160.50	338.62	1082.06
	State	Stocks	366.24	6.93	52.77	-	188.38	248.08	604.32	179.31	150.79	330.10	934.42
		Utilisation	74%	57%	102%	-	90%	91%	80%	101%	94%	97%	86%

1	2	3	4	5	6	7	8	9	10	11	12	13	
MAHARASHTRA REGION													
30.	Maharashtra	Capacity	1177.11	75.89	46.50	79.18	107.50	309.07	1486.18	86.33	57.64	145.97	1632.15
		Stocks	873.11	62.96	67.47	65.29	85.47	281.21	1154.32	51.96	58.55	110.51	1264.83
		Utilisation	74%	83%	145%	82%	79%	91%	78%	59%	102%	76%	78%
31.	Goa	Capacity	15.00	-	-	-	-	-	15.00	-	-	-	15.00
		Stocks	12.26	-	-	-	-	-	12.26	-	-	-	12.26
		Utilisation	82%	-	-	-	-	-	82%	-	-	-	82%
	Total of Maharashtra	Capacity	182.11	75.89	46.50	79.18	107.50	309.07	1501.18	86.33	57.64	145.97	1647.15
		Stocks	885.37	62.96	67.47	65.29	85.47	281.21	1166.58	51.96	58.55	110.51	1277.09
		Utilisation	74%	83%	145%	82%	79%	91%	78%	59%	102%	76%	78%
32.	Madhya Pradesh	Capacity	830.52	86.22	156.78	196.83	80.70	522.53	1353.05	86.86	147.50	236.36	1589.41
		Stocks	679.16	77.58	145.79	149.30	60.73	443.40	1112.56	42.78	95.45	139.23	1250.79
		Utilisation	82%	89%	93%	76%	75%	83%	82%	48%	65%	58%	79%
	Total of West Zone	Capacity	2502.92	176.22	254.94	276.01	367.58	1104.75	3607.67	355.31	365.64	720.95	4328.62
		Stocks	1920.77	147.49	266.03	214.59	334.58	962.69	2983.46	274.05	304.79	578.64	3462.30
		Utilisation	77%	84%	104%	78%	84%	87%	80%	77%	83%	80%	80%
	Grand Total	Capacity	12575.41	747.12	1803.05	2098.02	2829.16	7477.35	20052.76	2016.16	2807.36	4824.04	24876.77
	(All India)	Stocks	9585.08	576.17	1860.83	1837.97	2441.49	6516.46	16101.54	1138.56	2180.33	3298.89	19400.37
		Utilisation	76%	77%	92%	86%	86%	87%	80%	56%	77%	68%	80%

Note: 1. (*) Position as on 31.12.1999.
 2. Figures of stocks based on Regional Office's datas.

Statement-III

Year-wise storage capacity projection from 1999-2000 to 2001-2002

State	Centre	Capacity (in 000' tonnes)	1999-2000	2000-2001	2001-2002
1	2	3	4	5	6
SPILLOVER WORKS					
<i>North Zone</i>					
Jammu & Kashmir	Baramullah	1.67	1.67	-	-
Uttar Pradesh	Pithoragarh	2.50	2.50	-	-
Uttar Pradesh	Padrauna	2.50	2.50	-	-
Punjab	Rajpura	15.00	15.00	-	-

1	2	3	4	5	6
Punjab	Tanda Umar	18.36	18.36	—	—
Haryana	Taraori	10.00	10.00	—	—
		50.03	50.03	—	—
<i>South Zone</i>					
Kerala	Payyanur	30.00	10.00	20.00	—
Andhra Pradesh	Nellore	30.00	10.00	20.00	—
		60.00	20.00	40.00	
<i>East Zone</i>					
Orissa	Parlekemundi	10.00	10.00	—	—
<i>West Zone</i>					
Gujarat	Rajkot	20.00	10.00	10.00	—
<i>North east Zone</i>					
Nagaland	Dimapur	10.00	10.00	—	—
Nagaland	Jowai	3.75	—	3.75	—
Nagaland	Lawngtalei	3.34	3.34	—	—
Manipur	Jiribam	2.50	—	2.50	—
Tripura	Agartala	5.00	5.00	—	—
		24.59	18.34	6.25	
<i>New Centres</i>					
<i>North Zone</i>					
Uttar Pradesh	Simili	5.00	5.00	—	—
Uttar Pradesh	Nailupani	2.50	—	—	2.50
Jammu & Kashmir	Kupwara	5.00	—	—	5.00
Jammu & Kashmir	Pulwama	2.50	—	—	2.50
Jammu & Kashmir	Badgam	2.50	—	—	2.50
Jammu & Kashmir	Kishtwar	2.50	—	2.50	—
Jammu & Kashmir	Kargil	5.00	—	—	5.00
Himachal Pradesh	Keylong	2.50	—	—	2.50
U.T./Delhi	Narela	50.00	—	25.00	25.00
Himachal Pradesh	Chamba	1.67	—	1.67	—
		79.17	5.00	29.17	45.00
<i>South Zone</i>					
Karnataka	Bijapur	10.00	—	10.00	—
Karnataka	Belgaum	20.00	10.00	10.00	—

1	2	3	4	5	6
Karnataka	Raichur	15.00	—	15.00	—
Karnataka	Hassan	10.00	10.00	—	—
Karnataka	Tumkur	15.00	—	—	15.00
Andhra Pradesh	Amalapuram	10.00	10.00	—	—
Tamil Nadu	Ramanathapuram	10.00	—	10.00	—
		90.00	30.00	45.00	15.00
<i>Noth East Zone</i>					
Meghalaya	Shillong	5.00	—	—	5.00
Nagaland	Kohima	5.00	—	—	5.00
		10.00	—	—	10.00
Grand Total		343.79	143.37	130.42	70.00

Palm Oil Development Programme

3252. SHRI AKBOR ALI KHANDOKER: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Palm Oil Development Programme (PODP) was undertaken during the Eighth Plan;

(b) if so, the details of the funds allocated to the State during the period, State-wise;

(c) whether certain States which received central assistance under the Programme failed to achieve the targets; and

(d) if so, the names of these States and measures taken by the Government to improve the performance of these States?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) Yes, Sir.

(b) to (d) Against the target of covering 80,000 ha area under oil palm during Eighth Plan through implementation of Oil Palm Development Programme (OPDP), an area of 33,337 ha was covered. State-wise Central share allocated for implementation of OPDP, targets fixed for area expansion under oil palm and achievement therein during Eighth Plan are given at Annexure. To improve performance of different oil palm

growing States in respect of area expansion under oil palm, following measures have been taken:

- (i) Three seed gardens one each at Rajamundry (Andhra Pradesh), Taraka (Karnataka) and Thodupuzha (Kerala) have been set up to indigenously produce oil palm seeds required for area expansion. One more seed garden is being set up at Eluru (Andhra Pradesh) with the UNDP assistance.
- (ii) To strengthen processing facilities four demonstration processing units for oil palm are being set up one each in the States of Gujarat, Goa, Orissa and Tamil Nadu.
- (iii) Subsidy to farmers for purchase of planting material and cultivation inputs has been enhanced during Ninth Plan. Besides, subsidy to farmers has been introduced for installation of diesel pump sets and bringing wasteland under oil palm.
- (iv) To regulate production and processing of oil palm, Oil Palm Act has been enacted in major oil palm growing States of Andhra Pradesh, Karnataka, Tamil Nadu and Goa.
- (v) Training facilities for farmers and staff involved in implementation of Oil Palm Development Programme (OPDP) have been created at National Research Center for Oil Palm, Pedavegi in Andhra Pradesh.

Statement

State-wise allocation of central share, targets for area expansion under Oil Palm and achievements therein during Eighth Plan

Sl.No.	Name of the State	Central share allocated (Rs. in Lakhs)	Targets for area expansion (in ha)	Achievements under area Expansion (in ha)
1.	Andhra Pradesh	5,082.08	47,000	18,888
2.	Karnataka	2,291.26	18,000	6,431
3.	Tamil Nadu	865.47	8,000	6,105
4.	Gujarat	432.43	3,100	300
5.	Orissa	57.91	1,700	893
6.	Goa	106.40	1,000	624
7.	Tripura	104.04	500	86
8.	Assam	64.81	400	10
9.	West Bengal	0.00	300	0
10.	Kerala	17.43	0	0
Total:		9,021.83	80,000	33,337

Deaths due to Poor Sanitation

3253. SHRI RAMSAGAR RAWAT: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Hunger still biggest killer; says report" appearing in *The Hindustan Times* dated February 10, 2000;

(b) if so, the facts of the matter reported therein along with the number of people died due to poor sanitation in the country, State-wise; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) Yes, Sir.

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

Watershed Development Project

3254. SHRI DINSHA PATEL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Watershed Development project was undertaken in some States with the assistance of World Bank during the last three years;

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

(c) the details of expenditure incurred on the projects;

(d) whether more projects are proposed to be taken up with the World Bank assistance; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) to (e) The information is being collected and will be laid on the Table of the House.

[Translation]

Barren Land

3255. SHRI RAJESH VERMA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government are aware that due to depleting natural resources and fertile land is gradually becoming barren;

(b) if so, the measures taken by the Government to tackle the situation; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) and (b) The process of soil erosion and land degradation resulting into degraded lands including barren lands occur due to faulty cultivation practices, under utilization of land resources, deterioration due to lack of appropriate soil & water management, natural and environmental causes etc. The main programmes/schemes of Central Government for tackling this situation, having components to develop/reclaim such problem lands by checking land degradation and putting such lands into productive use are given in the attached statement.

(c) Does not arise.

Statement

Details of projects implemented by various Central Ministries/Departments

1. Ministry of Rural Development

- (i) Integrated Wastelands Development Programme (IWDP)
- (ii) Technology Development, Extension and Training (TDET)
- (iii) Investment Promotional Scheme (IPS)
- (iv) Drought Prone Areas Programme (DPAP)
- (v) Desert Development Programme (DDP)

2. Ministry of Agriculture

- (i) Soil conservation in the catchments of River Valley Projects (RVP) and Flood Prone Rivers (FPR)

(ii) Reclamation of Alkali Soil (RAS)

(iii) National Watershed Development Project for Rainfed Areas (NWDPA)

(iv) Watershed Development Projects for Shifting Cultivation Areas (WDPSA) in North Eastern States.

3. Ministry of Water Resources

(i) Reclamation of Waterlogged areas under Command Area Development Programme (CADP)

4. Ministry of Environment & Forests

- (i) Intergrated Afforestation and Eco Development Project (IAEP)
- (ii) Area Oriented Fuel wood and Fodder Projects (AOFFP)
- (iii) Grant-in-Aid Scheme for Afforestation and Tree planting.

[English]

Upgradation of Nagpur Airport

3256. SHRI NAMDEO HARBAJI DIWATHE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are considering for upgradation of Nagpur Airport as an International Airport for handling export import cargo as well as international passenger traffic; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) An integrated cargo and courier terminal at Nagpur airport has already been commissioned by AAI in November, 1997 for handling international, domestic cargo and courier bags at a cost of Rs. 2.00 crores.

Merger of Waltair Division

3257. SHRI RAMANAIDU DAGGUBATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a protest against the merger of Waltair division of the South Central Railway with another division having headquarter at Bhubaneswar;

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

(c) the steps taken to create Visakhapatnam as a Division or its merger with the South Central Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. Waltair division is presently part of South Eastern Railway and not South Central Railway.

(b) and (c) Do not arise.

On-Going Railway Projects in Orissa

3258. SHRI PRABHAT SAMANTRAY:
SHRI ANANTA NAYAK:
SHRI BHARTRUHARI MAHTAB:

Will the Minister of RAILWAYS be pleased to state:

(a) the present status of on-going railway projects in Orissa alongwith total cost thereof and the funds earmarked for 2000-01 and expenditure incurred thereon so far, project-wise;

(b) the reasons for the slow progress and the time by which these projects are likely to be completed;

(c) the steps taken by the Government for their timely completion;

(d) the details of survey conducted/being conducted for new projects in Orissa;

(e) the steps taken by the Government on those survey report which had already been completed;

(f) the details of the proposals submitted by the State Government during 1997-98, 1998-99 and 1999-2000; and

(g) the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (g) Information is being collected and will be laid on the Table of the House.

Rural Development Schemes

3259. SHRI SHAMSHER SINGH DULLO: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government of Punjab has submitted some Rural Development schemes for approval during the last two years; and

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

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) and (b) Government of Punjab had submitted a proposal for imparting training to newly elected Sarpanches, Panches, Official and non-official members in the State at a cost of Rs. 3.82 crore. This proposal was considered on 15.01.1999 and the State Government has been advised to send a revised proposal.

[*Translation*]

Door to Door Goods Service

3260. SHRI SHANKERSINH VAGHELA:
SHRI SUKDEO PASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided to provide door to door service of goods through the rail road trailers;

(b) if so, the detailed outlines of the scheme;

(c) whether the expenditure to be incurred on the implementation of this scheme has also been estimated; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) A private company had entered into a Memorandum of Understanding (MOU) with Ministry of Railways in March 1996 to introduce the service of Road Railers capable of moving on rail tracks as well as on the roads. All investment for procurement of road railers and for marketing of the scheme will be the responsibility of the private company. This is a totally new type of operation, which has to undergo trial runs to establish its credentials.

[*English*]

Utilisation of Civil Officers Expertise in Defence Service

3261. SHRI BRAJA KISHORE TRIPATHI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Fifth Central Pay Commission in para 63.144 of its report had recommended that 20 posts of Section Officers and 10 posts of Under Secretaries should be filled up by members of the Armed Forces HQ Civil Service in order to utilise the expertise gained by these officers through working in Service Headquarters;

(b) if so, whether these recommendations have since been implemented;

(c) if not, the reasons therefor; and

(d) the steps being taken to gainfully utilise the experience of AFHQ Civil Services Officers in the Ministry of Defence?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c) These recommendations have not been implemented for reasons as follows: The posts of Section Officers in the Central Secretariat including Ministry of Defence are to be manned by officers of Central Secretariat Service (CSS) only. The posts of Under Secretaries in the Ministry of Defence Secretariat are filled as per the provisions of the Central Staffing Scheme. The V Central Pay Commission has also specifically recommended in para 63.144 that the officers of Armed Forces Headquarters (AFHQ) Civil Service should not be allowed to participate in the Central Staffing Scheme.

(d) The Officers of AFHQ Civil Service are being recruited for manning various administrative posts in the

three Defence Service Headquarters and the Inter-Service Organisations under Ministry of Defence and the services of these officers are gainfully utilised at present in these organisations.

Bird Hit Incidents

3262. SHRI TEJVEER SINGH CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of bird hit incidents occurred during 1997, 1998 and 1999;

(b) the details of the amount spent on repairing the damaged aircraft, year-wise; and

(c) the steps taken by Government to check such accidents?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The number of bird hit incidents during these years is as under:

Year	Number of incidents
1997	150
1998	136
1999	121

(b) The details of amount (in Rupees) spent by various airlines on repairing damaged aircraft are given below:

Year	Air India	Indian Airlines	Sahara India	Jet Airways
1997	6.44 lacs	3.60 crores	18.08 lacs	4.00 crores
1998	8.24 crores	3.16 crores	3.53 crores	11.00 crores
1999	3.34 lacs	3.24 crores	96.52 lacs	4.4 crores

(c) Surveys around the airfields are carried out and appropriate measures are taken by the Airfield Environment Management Committee to check the sources of bird attraction. Besides, continuous efforts are made for scaring the birds and to remove the sources of bird attraction inside the airfields.

Compensation to Affected Farmers

3263. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the details of farmers whose land acquired by

the Government for Daitari-Banspani project in Orissa;

(b) the rate at which compensation paid to the affected farmers; and

(c) the time by which land acquisition is likely to be completed and project started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

[Translation]

Pilferage of Oil in Hindustan Vegetable Oil Corporation Ltd.

3264. DR. BALIRAM: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of cases of pilferage of oil by the contractors in the Hindustan Vegetable Oil Corporation Ltd., Mumbai has been registered during the last three years and the current year, year-wise;

(b) the number of cases where the employees were found in complicity with the contractors and the transporters; and

(c) the action taken in each of such cases?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) No, Sir. No such case pertaining to pilferage of oil in the Hindustan Vegetable Oil Corporation Ltd., Mumbai has been registered during the last three years and the current year.

(b) and (c) Does not arise.

Airbus Service for Indore and Bhopal

3265. SHRI THAWAR CHAND GEHLOT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any scheme to provide Airbus service from Indore to Bhopal;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) the major planes in the country that are linked with the Airbus service;

(e) whether there is any action plan to provide Airbus service; and

(f) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) No, Sir. Operational and commercial constraints do not permit provision of airbus services by Indian Airlines from Indore to Bhopal.

(d) A list of stations on the domestic network where Indian Airlines provides airbus services is attached as statement.

(e) and (f) Indian Airlines, at present, has no plans to operate air bus services to any new stations on the domestic network.

Statement

List of Stations on the Domestic Network where Indian Airlines provides Airbus Services

1. Agartala
2. Ahmedabad
3. Aurangabad
4. Bagdogra
5. Bangalore
6. Bhavnagar
7. Bhubaneswar
8. Calcutta
9. Chennai
10. Cochin
11. Calicut
12. Coimbatore
13. Delhi
14. Dibrugarh
15. Goa
16. Guwahati
17. Hyderabad
18. Imphal
19. Jammu
20. Lucknow
21. Madurai
22. Mumbai
23. Patna
24. Pune
25. Raipur
26. Ranchi

27. Srinagar

28. Tirpuati

29. Trivandrum

30. Vadodara

31. Varanasi

*[English]***Hike In Air Fares**

3266. SHRIMATI RANEE NARAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the extent to which the air fares have gone up during the last three years; and

(b) the extent to which this has affected the foreign tourists to India?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) During last three years, domestic air fares of Indian Airlines have increased as under:

1997

North Eastern Region — 10.5%

Rest of India:

1. Sectors upto 700 kms — 14.0%

2. Sectors above 700 kms — 10.5%

1998

Category II Routes (Routes connecting stations in North-Eastern region, J&K—Andaman & Nicobar and Lakshadweep islands)—Nil

Rest of India — 11.2%

1999

Only USD fares were increased by 10%

No increase on Category II Routes.

As regards increase in fares to/from India, details are given in the statement.

(b) Foreign tourist arrivals have shown marginal increase during the last three years.

Statement*Details of fare increase to/from India during 1997, 1998 & 1999**Fare increase to India*

Area	1997-1998		1998-1999		1999-2000	
	%Increase	EFF.Date	%Increase	EFF. Date	%Increase	EFF.Date
1	2	3	4	5	6	7
Europe	Nil	NA	NIL	NA	Bel. 2%-10% 16.6.99 Bel. 2%-10% 1.12.99	
Africa	Bel.5%-7%	15.4.97	Bel. 3%-5%	7.5.98	Nil	NA
M.East	Nil	NA	Nil	NA	5%	1.6.99
S.E. Asia	Bel. 5%-7%	15.4.97	Nil	NA	5%	16.9.99
S.W. Pacific	4% Frm. Aust.	15.4.97	Nil	NA	Aust- 5% Papua New Guinea- 11%	16.9.99
Japan, Korea	Nil	NA	Nil	NA	Korea- 10%N & SPC- 5%	16.9.99
USA, Canada	Bel. 4%-5%	1.4.97	Nil	NA	NRML - 10.25% SPC - 8%	16.9.99 VIA AT
Central America	F/J-2%	1.4.97	Nil	NA	Bel. 4% - 7%	16.9.99 VIA AT
South America	F/J-2%	1.4.97	Nil	NA	F/J- 4%	16.9.99 VIA AT

Fare increase from India

Area	1997-1998		1998-1999		1999-2000	
	%Increase	EFF.Date	%Increase	EFF. Date	%Increase	EFF.Date
Europe	Nil	NA	Nil	NA	5%	1.12.99
Africa	5%	15.4.97	5%	7.5.98	Nil	NA
M. East	5%	1.4.97	Nil	NA	5%	1.6.99
S.E. Asia	5%	15.4.97	Nil	NA	5%	16.9.99
S.W. Pacific	5%	15.4.97	Nil	NA	5%	16.9.99
Japan, Korea	5%	15.4.97	Nil	NA	5%	16.9.99
USA, Canada	5%	1.4.97	Nil	NA	10.25%	16.9.99 VIA AT
Central America	F/J- 2%	1.4.97	Nil	NA	10.25%	16.9.99 VIA AT
South America	F/J- 2%	1.4.97	Nil	NA	NRML- 10.25% SPL - 5%	16.9.99 VIA AT
N	Net	F/J	First class/J class			
SPC	Special incentive pro-rate fare	VIA AT SPL	Via Atlantic Special			
NRML	Normal	Aust	Australia.			

*[Translation]***Doubling of Kiul-Sahebganj rail line**

3267. SHRI SUBODH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the date on which the doubling of Kiul-Sahebganj rail track was announced;

(b) the extent to which the above work has been completed along with the funds allocated therefor so far; and

(c) the time by which the above work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Patch doubling of Kajara-Jamalpur and Ratanpur-Sultanganj-Bhagalpur sub-sections on Kiul-Jamalpur-Bhagalpur section was included in the Budget for the year 1980-81 and has been completed. The doubling of the remaining patches on Kiul-Sahebganj section would be taken up as and when the traffic requirements so warrant.

(b) The Patch doubling as detailed in reply to para (a) has been completed in 1993-94 at a cost of Rs. 33.46 crores.

(c) Does not arise.

*[English]***Privatisation of Nagpur Airport**

3268. SHRI SUBODH MOHITE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to privatise Nagpur Airport;

(b) if so, the details thereof;

(c) whether the Government have received a request for setting up an international cargo hub at Nagpur Airport; and

(d) if so, the reaction of the Government thereon?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) Does not arise.

(c) and (d) Airports Authority of India (AAI) has constructed and commissioned in November, 1997 an integrated cargo and Courier Terminal at Nagpur airport for handling international, domestic cargo and courier bags at a cost of Rs. 2.00 crores.

Generation of Power from Non-conventional Energy Sources

3269. COL. (RETD.) SONA RAM CHOUDHARY: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether wind generator and battery charging system have been installed in Tamil Nadu and are run satisfactorily/generating sufficient power;

(b) if so, the details thereof;

(c) whether National Wind Survey Programme was taken up in 21 States to examine viability to install Wind Generator and Battery Charging Systems;

(d) if so, the States where wind generating and battery charging systems have since been installed and power is being generated;

(e) whether Rajasthan Government have approached the Union Government for installing wind generators and battery charging system in the State;

(f) whether one such project has started functioning in Barmer-Jaisalmer District of Western Rajasthan; and

(g) if so, the details thereof and steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) Yes, Sir. Wind Electric Generators of 758 MW aggregate capacity and wind battery charging systems of 9 KW capacity have so far been installed in Tamil Nadu.

(c) and (d) Yes, Sir. The National Wind Resource Assessment Programme has been undertaken in 24 States/UTs. Wind electric generators and wind battery charging systems have been installed in the States of Andhra Pradesh, Assam, Gujarat, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Rajasthan and Tamil Nadu.

(e) to (g) A demonstration wind power project of 2 MW capacity, installed at Jaisalmer in Rajasthan, has already started generating electricity and feeding to the State Grid. In addition, two wind battery charging systems of 4 KW capacity have also been installed in the State. Another demonstration wind power project of 2.25 MW capacity has recently been cleared for installation in Chittorgarh district of the State.

Rotting of Wheat

3270. SHRI BASUDEB ACHARIA: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantum of wheat of last year's crop in the total stock of wheat and the quantum of wheat of earlier year's crops, out of the same;

(b) whether there is a serious problem of rotten wheat in the godown of Food Corporation of India and some disagreement has arisen between Ministry of Finance and the erstwhile Ministry of Food over the issue of disposing the same:

(c) if so, the details in this regard; and

(d) the steps taken to dispose the rotten wheat?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a)

(Figures in Lakh MTs)

(i) Total quantity of wheat stock available with the Food Corporation of India (FCI) as on 31.1.2000.	75.43
(ii) Quantity of wheat of last year's crop.	56.13
(iii) Quantity of wheat of earlier years crops.	19.30

(b) to (d) No Sir. There is no disagreement with regard to the disposal of damaged wheat stocks which are being disposed of by FCI from time to time as per the laid down procedure.

Facilities provided by ITDC hotels

3271. SHRIMATI SHYAMA SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether the ITDC Hotels located near the renowned tourists spots in the country have failed to provide minimum needs to visiting tourists; and

(b) if so, the concrete steps, the Government propose to take in this regard to attract foreign tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) No, Sir. ITDC provides facilities to the persons who stay in their hotels.

(b) Does not arise.

Crash Course for Sky Marshals

3272. SHRIMATI D.M. VIJAYA KUMARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any crash course in aviation security has been worked out for sky marshals;

(b) if so, the details thereof; and

(c) if not, the measures taken for aircraft surveillance to prevent hijacking and passenger safety?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. A compact capsule training course has been arranged with the coordinated efforts of National Security Guard and Bureau of Civil Aviation Security. The training programme includes response to hijack situation, conduct of operations, safety precautions in aircraft and practical hands on exposure for conducting successful operations, if the need arises.

(c) Does not arise.

New Railway Line in Arunachal Pradesh

3273. SHRI JARBOM GAMLIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to lay new railway lines in Arunachal Pradesh during the next year; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No project of new railway line in Arunachal Pradesh has been included in Railway Budget 2000-2001.

(b) Does not arise.

Construction of halt stations

3274. SHRI RUPCHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway have accepted the proposal to set up halt stations at Dhaniakhali between Shibai Chandi and Belmuri and at Khurigachi between Baidyabati and Bhadreswar on Burdwan-Howrah Chord line in Howrah division of Eastern Railway; and

(b) if so, the time by which the above works are expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

[Translation]

False Railway Claims

3275. SHRI ARUN KUMAR:
SHRI SHANKERSINH VAGHELA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received complaints regarding false railway claims;

(b) if so, the total number of such complaints received during 1998-99 and 1999-2000;

(c) the amount involved therein;

(d) whether the Government have taken any steps to prevent filing of false claims in future; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) and (c) Such statistics are not maintained.

(d) and (e) Sufficient safeguards have been provided in the procedure to ensure settlement of tenable claims only. If any false claim is detected, necessary action is initiated under Section 149 of the Railways Act 1989 which provides for punishment with imprisonment for a term which may extend to three years, or with fine, or with both, against the claimant. Further, action is also taken against the claims agents indulging in such practices by blacklisting them.

[English]

Security deposits with Super Bazar and NCCF

3276. SHRI SHEESH RAM SINGH RAVI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to refer to the answer given to Unstarred Question No. 3608 dated December 23, 1999 and state:

(a) whether the Super Bazar, Delhi and NCCF are using the security deposits collected interest free from the suppliers for their day-to-day business activities;

(b) if so, the reasons therefor;

(c) if not, the manner in which this security money is being used;

(d) the total amount collected by each of the Super Bazar and the NCCF from the suppliers during the last three years and the amount pending with them as on date; and

(e) the steps being taken to ensure that the "Security deposits" so collected is not misused?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) to (e) The Super Bazar, Delhi and the NCCF are autonomous cooperative organizations having their own Board of Directors to decide about their business and other matters related to day to day functioning. Both the organizations have informed that they collect Rs. 10,000/- as security deposit from the suppliers as one time registration fee for appointing them as authorized suppliers. No interest is paid on the said "security deposit" as it is intended to bind the suppliers under contractual obligations like timely replacement of the substandard and soiled stocks, commitment to replenish the stocks, as and when needed by these organizations, etc. The NCCF and the Super Bazar have further informed that the Directorate General of Investigation and Registration (DGIR) and the Monopolies and Restrictive Trade Practices Commission (MRTPC) in the Department of Company Affairs had received complaint on the subject and the Department of Company Affairs has sought certain information/clarifications in the matter from these organizations.

Allotment of Stalls

3277. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of RAILWAYS be pleased to state:

(a) the categories considered by the Railway Authorities for allotment of tea stalls, fruit stalls, medical stores and the PCO/STD booths, on railway stations;

(b) whether the Ministry is aware that the stalls allotted under SC/ST, disabled & other reserved categories are being controlled by certain privilege groups in connivance of the railway officials;

(c) if so, whether the Ministry has formulated any mechanism for verifying such cases;

(d) if so, the number of cases detected so far; and

(e) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Allotment of catering/vending stalls including Medical Stores by inviting applications from reputed and expressed professionals through press notification. Catering policy provides for reservation for SC/ST categories.

However, in case of PCO/STD booths, a reservation has been provided for physically handicapped persons, ladies and unemployed youths including SC/ST/OBC categories.

(b) No, Sir.

(c) to (e) Do not arise.

International Traffic Right to Public Sector Airlines

3278. SHRI DANVE RAOSAHEB PATIL:
SHRI SHRIPAD YASSO NAIK:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal under Government's consideration to allow international traffic rights to the Public Sector Airlines for five years following their privatisation;

(b) if so, the details thereof;

(c) whether the private airlines are not likely to be allowed to operate on international flight; and

(d) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) The Civil Aviation Policy under formulation seeks to, *inter alia*, address these issues. The draft of the Policy has been widely circulated for views/comments before finalisation.

[Translation]

Functioning of Zonal Office in Jaipur

3279. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the land for construction of headquarter building of North-Western Railway in Jaipur had been provided by the State Government;

(b) if so, the expenditure incurred thereon and further steps taken by the Union Government to construct the above building and other related infrastructures;

(c) the details of the divisions which are included in the North-Western Railway;

(d) whether the North-Western Railway made fully operational; and

(e) if not, the reasons for delay and the time by which it is likely to be made operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Railways has asked State Government to acquire 69 bighas of land at Gatore Jagatpura for setting up of new Zonal Headquarters at a cost of Rs. 6.36 crores. State Government is still in the process of acquiring the land. No expenditure has so far been incurred for acquiring land. Construction of building and other related infrastructure shall be taken up after taking possession of land.

(c) to (e) Keeping in view the specific observation of the Standing Committee and the Comptroller and Auditor General, the issue of setting up of new Zones and divisions on Indian Railways, is presently under review.

[English]

Reintroduction of Rail Route

3280. SHRIMATI MINATI SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal for reintroduction of Railway route from Haldibari (West Bengal), Northeast Frontier Railway to Bangladesh via Chilahati (Bangladesh) which was abandoned for a long time in the context of Indo-Bangladesh relation to the historic agreement on the issue of "Ganga Water and Tinbigha corridor"; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is presently, no proposal in this regard.

(b) Does not arise.

Price of Import of Wheat

3281. SHRI ASHOK N. MOHOL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the prices at which wheat was imported during 1996-97, 1997-98 and 1998-99 and the price of the wheat procured on the support price in the domestic market in these years; and

(b) the reasons for import of wheat at a higher price?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) The details of wheat imported, and the Minimum Support Price (MSP) fixed for procurement of wheat during 1996-97, 1997-98 and 1998-99 are as under:-

Year	Country	Quantity (in lakh tonnes)	Price PMT (in US \$)	MSP (Rs. Per quintal)
1996-97	Australia	13.90	148.00 (FOB)	380.00
			156.00 (FOB)	
	Canada	2.66	152.50 (FOB)	
1997-98	Argentina	0.95	173.00 (C&F)	415.00*
			153.40 (FOB)	
	Australia	2.43	152.65 (FOB)	
1998-99	Australia	14.15	142.50 (FOB)	455.00*

*Excluding Bonus.

(b) Government constantly reviews the stock position of foodgrains in the Central Pool vis-a-vis the prescribed minimum buffer norms, production of foodgrains in the country, trend of procurement, requirement for the Public Distribution System, open market prices etc., and decision to import foodgrains on Government account was taken depending on the overall situation.

Gauge Conversion in Rajasthan

3282. DR. GIRIJA VYAS: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the metre gauge railway lines in Rajasthan which were converted into broad gauge lines along with the total expenditure incurred there on during 1997-98, 1998-99 and 1999-2000 so far;

(b) the details of the proposal received from the State Government for gauge conversion during above period;

(c) the action taken by the Government thereon; and

(d) the details of on-going gauge conversion project along with cost and expenditure incurred thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The line which have been converted into broad gauge in Rajasthan during 1997-98, 1998-99 and 1999-2000 so far is Jodhpur-Marwar. The amount spent on this project is Rs. 110.14 crores.

(b) to (d) A statement is attached.

Statement

(b) and (c) Proposals for gauge conversion of Bhildi-Samdari, Ajmer-Chittaurgarh-Udaipur, Luni-Barmer-Munabao, Agra Fort-Bandikui, Rewari-Sadulpur, Sriganganagar-Sarupsar, Rewari-Ringhush-Phulera and Degana-Ratangarh-Churu-Rewari MG sections have been received. These proposals have been given due consideration and gauge conversion of Bhildi-Samdari, Ajmer-Chittaurgarh-Udaipur, Luni-Barmer-Munabao, Agra Fort-Bandikui, Rewari-Sadulpur, Sriganganagar-Sarupsar are sanctioned.

Surveys for gauge conversion of Rewari-Ringush-Phulera and Degana-Ratangarh-Churu MG sections have also been taken up.

(d) Details of ongoing projects along with cost and expenditure incurred thereon is as under:—

	Project	Length (in km)	Cost (Rs. in crore)	Expenditure expected upto 31.3.2000 (Rs. in crore)
1.	Bhildi-Samdari-Jodhpur	123	185.00	4.35
2.	Ajmer-Udaipur-Chittaurgarh	300	445.38	9.97
3.	Luni-Barmer-Munabao	300	240	36.41
4.	Agra Fort-Bandikui	152	169.03	4.52
5.	Sriganganagar-Sarupsar	116	68.72	0.001
6.	Rewari-Sadulpur	141	197.76	0.001
7.	Pipar Road-Bilara	42	45.66	0.85

[Translation]

Claims by passengers and consignors

3283. SHRI SUKDEO PASWAN:
DR. SUSHIL KUMAR INDORA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether general passengers and consignors have submitted claims for compensation during 1997-98, 1998-99 and 1999-2000;

(b) if so, the amount involved in these claims during the above period;

(c) the amount for which the sanction was granted for payment against claims;

(d) whether any time limit has been fixed to dispose of these cases; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) The amount claimed in 1997-98, 1998-99 and 1999-2000 (upto September, 99) is as under:-

(Rs. in lakhs)

Year	Amount Claimed
1997-98	73104.42
1998-99	77022.02
1999-2000 (upto September, 1999)	34632.19

(c) The amount paid in 1997-98, 1998-99 and 1999-2000 (upto September, 99) is as under:-

(Rs. in lakhs)

Year	Amount paid
1997-98	2758.96
1998-99	2587.48
1999-2000 (upto September, 1999)	1511.69

(d) A time limit of a maximum of six months has been fixed for settlement of claims cases, subject to submission of necessary documents by the claimants.

(e) Does not arise.

Modernisation of Netaji Subhas Chandra Bose International Airport

3284. SHRI MOHAN RAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a mosque is coming in the way of modernisation of Netaji Subhas Chandra Bose International Airport at Calcutta due to which this airport is not getting the status of an international airport;

(b) if so, whether the Government have taken any action to shift the said mosque at any other place;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) No, Sir. Netaji Subhas Chandra Bose airport at Calcutta is full fledged international airport. The mosque is located at a distance of 680 metres along the central line of the secondary stand-by-runway.

However, the re-location of the place of worship outside the operational area has been taken up with the State Government.

[English]

Air Traffic Controllers

3285. SHRI VILAS MUTTEMWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have chalked out a number of measures including activation of an additional radio frequency to the air traffic controllers with runway for visual range information;

(b) if so, the details thereof; and

(c) the extent to which it has proved its success during the current foggy season?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. The Airports of India has commissioned Category II Instrument Landing System (ILS) at Indira Gandhi International (IGI) Airport with effect from 16.2.99. The work for installation of Category III Lighting System is in progress and is likely to be commissioned by November, 2000. At present, three Scopograph instruments for measurement of Runway Visual Range (RVR) are installed at IGI Airport. India Meteorological Department are installing a new equipment which reports RVR in smaller steps for accurate information in lower visibility. At present this instrument is being operated on Very High Frequency (VHF) radio link.

(c) Aircraft equipped with equipment for Category II operation and having trained pilots have landed during foggy season using Category II facility i.e. upto a minimum of 350 mtrs. range of visibility.

[Translation]

Tourism Promotion Board

3286. SHRI RAMJILAL SUMAN: Will the Minister of TOURISM be pleased to state:

(a) whether the Government are contemplating to set up a Tourism Promotion Board to boost tourism in the country;

(b) if so, the details thereof alongwith the structure and functioning thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) No, Sir.

(b) and (c) Does not arise.

[English]

Buffer stock of wheat

3287. SHRI A. VENKATESH NAIK: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government are able to meet the buffer stock norms during the current year;

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

(c) the extent to which the principal commodities like wheat and rice fall short of the buffer stock norms;

(d) whether the Government are considering to import these commodities; and

(e) if so, the quantity thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Yes, Sir.

(b) The stock of wheat and rice in the central pool during 1999-2000 (upto 1.2.2000) as compared to recommended buffer norms of food grains are as under:-

(In lakh tonnes)

As on	Buffer Norms			Stock in central pool		
	Rice	Wheat	Total	Rice	Wheat	Total
1.1.99	84.00	84.00	168.00	116.83	126.96	243.79
1.4.99	118.00	40.00	158.00	117.39	99.21	216.60
1.7.99	100.00	143.00	243.00	107.35	216.35	323.70
1.10.99	65.00	116.00	181.00	88.18	205.32	322.45
1.1.2000	84.00	84.00	168.00	141.81	171.70	313.51
1.2.2000	—	—	—	154.95	158.36	313.31

(c) Does not arise.

(d) There is no proposal to import wheat or rice on Government account.

(e) Does not arise.

Annapurna Scheme

3288. SHRI KIRIT SOMAIYA:
SHRI RAMESH CHENNITHALA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Annapurna Scheme declared by the Hon'ble Prime Minister of help the down-trodden has been postponed:

(b) if so, the reasons therefor;

(c) if not, the details of the scheme and amount earmarked therefor;

(d) the number of persons likely to be benefited by this Scheme, State-wise; and

(e) the criteria adopted for the identification of persons to be benefited under the Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA.): (a) No, Sir.

(b) Does not arise.

(c) The Annapurna scheme will be launched from April, 2000. The purpose of launching the scheme is to provide food security to the old destitute persons who though eligible for pension under National Old Age Pension Scheme (NOAPS), are presently not receiving it. 10 K.G.s of food grains per month will be given under the scheme to each eligible beneficiary free of cost through PDS. The number of persons benefiting from the scheme is not to exceed for the present, 20% of the total pensioners under NOAPS within a State. During the year 2000-2001, an amount of Rs. 100 crores has been earmarked for the Scheme.

(d) The estimated number of old destitutes proposed to be covered under the scheme is 13.762 lakh. The beneficiaries actually covered would depend on the funds finally made available for the scheme. A Statement on the number of persons likely to be benefited State-wise, under Annapurna Scheme is given in the statement.

(e) The eligibility norms applicable under NOAPS are also to apply under the Annapurna scheme. Accordingly, the age of the applicant male or female, must be 65 years and above. He/she must be a destitute in the sense of having little or no regular means of subsistence from his/her own sources of income or through financial support from family members or other sources. In addition, the applicant should not have been claiming pension under NOAPS and his/her children should not be residing in the same village.

Statement

Serial No.	Name of State/UT	Numerical Ceiling NOAPS	Numerical Ceiling under Annapurna Scheme
1	2	3	4
1.	Andhra Pradesh	468000	93200
2.	Arunachal Pradesh	9200	1840
3.	Assam	133200	26640
4.	Bihar	1107700	221540
5.	Goa	4500	900
6.	Gujarat	221600	44320
7.	Haryana	86300	17260

1	2	3	4
8.	Himachal Pradesh	38100	7620
9.	J & K	51100	10220
10.	Karnataka	340200	68040
11.	Kerala	224900	44980
12.	Madhya Pradesh	599000	119800
13.	Maharashtra	669800	133960
14.	Manipur	16600	3320
15.	Meghalaya	17900	3580
16.	Mizoram	5000	1000
17.	Nagaland	13000	2600
18.	Orissa	324000	64800
19.	Punjab	62300	12460
20.	Rajasthan	237500	47500
21.	Sikkim	4800	960
22.	Tamilnadu	430300	86060
23.	Tripura	28700	5740
24.	Uttar Pradesh	1255200	251040
25.	West Bengal	478400	95680
26.	A & N Islands	2800	560
27.	Chandigarh	2200	440
28.	D&N Haveli	1900	380
29.	Daman & Diu	400	80
30.	NCT Delhi	40200	8040
31.	Lakshadweep	300	60
32.	Pondicherry	7900	1580
Total		6881000	1376200

[Translation]

Manufacturing of Bofors Guns

3289. SHRIMATI JAYASHREE BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to manufacture 155 mm. Bofors Guns indigenously;

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

(c) whether the requisite technology has since been acquired for the same; and

(d) if so, the details thereof and the time by which the production is likely to start?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) A contract dated 24.3.1986 was concluded with M/s A.B. Bofors, Sweden for procurement of 410 nos. of 155 mm FH 77B Gun System with accessories and ammunition. In addition, a license agreement was also concluded on the same date with the said company for the license manufacture of the systems in India.

The Gun Systems under the supply contract were received and introduced in service. However, before indigenous production could be launched, there were certain allegations regarding illegitimate payment to various persons. Thereupon, on 31.1.1990 it was decided that no further steps will be taken to operationalise the license production agreement until Bofors reveals the names and full details of recipients and returns the amount paid.

In June, 1999, the ban placed on M/s A.B. Bofors in the light of its impact and the changed situation, was re-examined and it was decided that without prejudice to the ongoing investigations, actions due and reserving to Government the right to be reimbursed amounts illegitimately paid, the embargo placed on M/s Bofors need not visit the successor company, the present Celsius of Sweden which is state controlled. No final decision has yet been taken by the Government regarding the 155 mm 45 calibre gun offered by M/s Celsius for summer trials in 2000.

A decision to manufacture 155 mm guns of any make indigenously would be taken after the acceptance of guns in trials and availability of resources.

[English]

Commissioning of Tamluk-Digha rail line

3290. SHRI LAKSHMAN SETH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have fixed any target for commissioning of Tamluk Digha rail line; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The work is expected to be completed during the financial year 2000-2001.

[Translation]

Technical Institute at Jamalpur

3291. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Technical Institute at Jamalpur under Eastern Railways is on the verge of closure;

(b) if so, the reasons therefor;

(c) whether the Government are giving step motherly treatment to Jamalpur Technical Institute and workshop for years together; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (c) No, Sir.

(b) and (d) Do not arise.

[English]

Transfer of Nanded Division

3292. SHRI SURESH RAMRAO JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have principally accepted the proposal of transfer of Nanded Division from South Central Railway to Central Railway;

(b) if so, the reasons for delay in transfer of Nanded Division; and

(c) the time by which it is likely to be transferred?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The issue is presently under review. At present it is not feasible to indicate a time frame for transfer of the Division.

[Translation]

Enquiry Report

3293. SHRI CHANDRESH PATEL: Will the Minister of RAILWAYS be pleased to refer to the reply given to the Unstarred Question No. 1599 dated December 9, 1999 regarding complaints about corruption and bribery and state:

(a) whether the Government have received enquiry report;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) After investigation, none of the allegations levelled by the Freedom Fighter against the Parcel Porter of New Delhi Railway Station were substantiated. Hence, no action against the railway employee of New Delhi Railway Station is proposed.

(c) Does not arise.

Development of Archives in M.P.

3294. SHRI. P.R. KHUNTE: Will the Minister of CULTURE be pleased to state:

(a) whether the Government propose to provide financial assistance to the Government of Madhya Pradesh for the development of archives in Madhya Pradesh;

(b) if so, the details thereof and the time by which it is likely to be provided; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) National Archives of India is operating a Scheme of financial assistance to Archival Repositories, Government Libraries and Museums for preservation of Public Records/Manuscripts/Rare Books. A proposal has been received from the Government of Madhya Pradesh seeking financial assistance for the

development of State Archives and it is under consideration under the above scheme.

(b) The proposal seeks financial assistance to the extent of Rs. 8.35 lakhs for computerisation of reference media of records housed in Madhya Pradesh State Archives. Since funds allocated for the Scheme during the current financial year, 1999-2000 have already been exhausted, the proposal of Madhya Pradesh State Archives will be placed before the Grants Committee in its First meeting for the year 2000-2001 to be held in July-August, 2000 for consideration.

(c) In view of (a) and (b), does not arise.

Construction of Road Over Bridges in Bihar

3295. SHRI BRAHMANAND MANDAL:
SHRI RAJO SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of under construction Road Over Bridges (ROBs) in Bihar along with expenditure incurred thereon and funds allocated therefor during the current financial year;

(b) the time by which these ROBs are likely to be completed;

(c) the details of the proposals submitted by the Government of Bihar for construction of ROBs during 1997-98, 1998-99 and 1999-2000 so far; and

(d) the steps taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) A statement is attached.

(c) and (d)

Year	Proposals	Step taken by Union Govt.
1997-1998	(i) Mithapur	Sanctioned in 1997-98
	(ii) Deedarganj	- do -
1998-1999	(i) Tatanagar	Work has been sanctioned in 1999-2000
	(ii) Bhagalpur	Sanctioned in 1999-2000
	(iii) Mansi-Chukati	Sanctioned in 1998-99
	(iv) Kharkhari-Kanudih	Sanctioned in 1999-2000
1999-2000	(i) Chiranyantada	Not yet sanctioned.

Statement

Expenditure is not maintained State-wise. Completion of work depends upon completion of approaches by the State Govt. Sanctioned works and their present status is as under:-

S. No	Name of Road Over/Under Bridge	Funds allocated during 1999-2000 (in lakhs Rs.)	Status
1	2	3	4
1.	ROB near Arrah	10.0	Railway portion of the work completed in 1988. Work on approaches yet to be started by the State Govt. No target date for completion can be fixed by the Railway.
2.	ROB at Motihari	—	Railway portion of the work completed. Work on approaches yet to be started by the State Govt. No target date for completion can be fixed by the Railway.
3.	ROB near Fatuha	60.00	Work on bridge portion started by the Railway. For approaches land yet to be handed over by the State Govt. Therefore, completion of the work, depends upon acquisition of land by the State Govt.
4.	ROB near Deedarganj	82.5	Work on bridge portion has already been started by the Railway. Tenders for approaches are under process by the Railway. Though State Govt. has yet to give physical possession of the land for approaches. Completion depends upon early handing over of land to the Railways.
5.	ROB on Saharsa-Panchgachhia	0.05	Target not yet fixed as it depends upon starting of the work on approaches by the State Govt.
6.	ROB between Chas & Ispatnagar on Talgaria-Tupkarih Railway link	20.00	Work of shifting of Level crossing has been completed. Work on approaches is to be taken up by NHAI as deposit work of Railways.
7.	ROB near Mithapur	50.00	Work is at planning stage. Completion of work depends upon the starting of the work on approaches by the State Govt. Target not yet fixed.
8.	ROB between Mahesh Khut and Mansi at Chukati	0.10	Work is at planning stage. Completion of work depends upon the starting of the work by the State Govt. on approaches. Target not yet fixed.
9.	ROB at Tatanagar	10.00	Work is at planning stage. Completion of work depends upon the starting of the work by the State Govt. on approaches. Target not yet fixed.

1	2	3	4
10.	ROB No. 153 near Bhagalpur	0.01	Work is at planning stage. Completion of work depends upon the starting of the work by the State Govt. Target not yet fixed.
11.	ROB at Chakradharpur	4.00	State Govt. is yet to submit the estimate for the approaches. Target yet to be fixed and completion depends upon starting of work on approaches by State Govt.
12.	ROB at Kharkhari-Kanudih	1.00	Work at planning stage. Completion depends upon starting of work on approaches by State Govt. Target not yet fixed.
13.	ROB at Kishanganj	-Nil-	Entire work is being done by NHAI at their own cost.

Route Diversion of Lichchavi Express

3296. SHRI BAL KRISHNA CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a widespread public resentment in Mhow, Balia and Deoria districts due to route diversion of the "Lichchavi Express No. 5205/5206" from New Delhi via Gazipur, Balia and Chapra;

(b) if so, the reasons for changing the route of said train; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is no proposal to divert the route 5205/5206 Lichchavi Express via Gazipur and Ballia.

(b) and (c) Do not arise.

Contract for Optic Fibre Cable

3297. SHRI BENI PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the IRCON and RITES Company were awarded contract to put optic fibre cable on some railway routes;

(b) if so, the details thereof;

(c) whether these two companies in connivance with the other two entered into a joint venture without seeking approval from the Railways; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) IRCON & RITES were not awarded any contract for putting optic fibre cable on some Railway routes. However, agreements were signed with IRCON and RITES for establishing optic fibre cable links on Delhi-Jaipur-Ahmedabad-Mumbai and Mumbai-Pune-Chennai routes respectively. It has since been decided to cancel these agreements, in view of Indian Railways' newly announced programme for comprehensive exploitation of right of way across the country, through a professionally managed corporate body.

(c) and (d) Do not arise.

[English]

Drinking Water and Sanitation Projects

3298. SHRI A.P. JITHENDER REDDY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government have received any proposal from Mahboobnagar District of Andhra Pradesh for drinking water and sanitation projects; and

(b) if so, the details thereof and the action taken by the Government thereon?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) and (b) Mahboobnagar was one of the pilot districts identified by the Government of Andhra Pradesh for implementing sector reform projects which aims to institutionalise community participation in Rural Water Supply Programme. Subsequently, Government of Andhra Pradesh revised the list of pilot districts and Mahboobnagar is not one among them. Consequently the project proposal for rural water supply in respect of Mahboobnagar submitted earlier is being considered for sanction.

No Total Sanitation Campaign project proposal has, however, been received from Mahboobnagar.

Delhi-Bhubaneswar-Visakhapatnam Flights

3299. SHRI BHARTRUHARI MAHTAB: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Delhi-Bhubaneswar-Visakhapatnam flights are generally delayed causing enormous difficulties and inconvenience to passengers;

(b) if so, the reasons therefor;

(c) whether the Bhubaneswar-Delhi flight is also delayed as a result thereof; and

(d) if so, the measures being taken by the Government to ensure smooth running of Delhi-Bhubaneswar and Bhubaneswar-Delhi flights?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During the last three months from December, 1999 to February 2000, Delhi-Bhubaneswar-Vishakhapatnam and return flights being operated by Alliance Air have been delayed, on an average, 18 days per month, mainly on account of bad weather and consequential delays.

(c) Yes, Sir.

(d) With effect from 26th March 2000, a revised operating pattern is being introduced by Alliance Air which is expected to minimise the impact of consequential delays on this sector.

[Translation]

Leasing of Bhopal Airport

3300. SHRI ASHOK ARGAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Airports Authority of India had received a representation in 1995 from Yash Air Ltd. for taking land at Bhopal Airport on lease for the construction of a hanger and setting up a Pilot training Centre there;

(b) if so, the details thereof; and

(c) the decision taken on it?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Yes, Sir. The request of M/s Yash Air for allotment of land at Bhopal airport for setting up of Flying Aviation Academy was examined as a matter of policy, by the Airports Authority of India (AAI) alongwith requests from other Flying Academies. The AAI has decided to allot land, in principle, to M/s Yash Air at Bhopal airport.

[English]

Construction of a Stadium at Solapur

3301. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for construction of a Stadium in the premises of Railway Institute at Solapur;

(b) if so, the details including estimated cost thereof; and

(c) the steps taken to implement the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) and (c) The work of 'Development of Sports Complex' has been approved at a cost of Rs. 45 lakhs. This work envisages the provision of a standard athletics track; a cricket ground with a turf pitch; a football ground, a basket ball court, a volley ball court, a handball/khokho court and a small pavilion.

The execution of this work will start soon after finalisation of drawings and estimate.

Supply of Wagons

3302. SHRI A.F. GOLAM OSMANI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wagons earmarked for carriage of coal from Assam to other parts of the country during 1997-98, 1998-99 and 1999-2000 so far; and

(b) the total revenue collected therefrom during the above period, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is no system of prior earmarking of wagons for carriage of coal from Assam. On receipt of demand for loading coal at various stations/sidings, supply of wagons is arranged for loading. Demand for wagons for coal loading in Northeast Frontier Railway, which also serves the state of Assam, is met in full. Details of coal loading on Northeast Frontier Railway, during the last three years are given below:

Year	4-wheelers per day
1997-98	120
1998-99	234
1999-2000 (upto December 99)	161

(b) Details of total revenue collected as freight from coal loading on Northeast Frontier Railway are as under:

	(Rs. in crores)
1997-98	117.76
1998-99	236.77
1999-2000 (upto December '99)	119.58

Road-cum-rail Bridge over Damodar River

3303. SHRI MAHBOOB ZAHEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a road-cum-rail bridge has built up over the Damodar river to link Majia Power Station with Raniganj in West Bengal;

(b) if so, whether the above bridge is not open for road traffic and only goods trains are plying on it;

(c) if so, the reasons therefor;

(d) whether the Government have a plan to introduce passenger train services between Durlavpur and Raniganj; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH):(a) Yes,Sir.

(b) Yes, Sir, goods trains are plying on this bridge. Regarding road traffic, this falls within the purview of the State Govt. and Damodar Valley Corporation.

(c) Railway bridge is the part of private siding owned by Damodar Valley Corporation and this siding is meant for goods traffic only.

(d) No, Sir. This private siding is meant for goods traffic only.

(e) Does not arise.

Coastal Regulation Zone

3304. SHRI KODIKUNNIL SURESH: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have formulated coastal regulation zone;

(b) if so, the directions formulated by coastal regulation zone;

(c) whether the Government of Kerala has requested to relax some of extend coastal regulation zone; and

(d) if so, the reaction of Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) Yes,Sir. The Coastal Regulation Zone Notification lists various activities that are to be regulated and prohibited and also categorises the Coastal Regulation Zone area into CRZ-I, II, III and IV and lays down norms for development in these categories.

(c) and (d) Yes, Sir. Taking into consideration the reaction of various State Governments/UTs including Kerala, the Government has issued a draft notification for amending the Coastal Regulation Zone Notification on 5th August 1999.

[Translation]

Losses in Super Bazar

3305. SHRI SATYAVRAT CHATURVEDI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Super Bazar has been incurring losses for the past few years;

(b) if so, the details of the losses incurred during the last three years, year-wise; and

(c) the steps taken to make up the losses?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) According to the information furnished by the Super Bazar, Delhi, it is sustaining losses since 1996-97. The details of the year-wise losses sustained by the Super Bazar are as under:

		(Rs. in lakhs)
Year		Net losses
1996-97		67.65
1997-98		321.33
1998-99		706.80\

(c) The Super Bazar has since informed that they have taken the following steps to increase its sales and profitability:

- (i) The selling prices of essential commodities have been made competitive.
- (ii) Increase in the availability of items for sale by suitably streamlining the inventory control system in the Super Bazar.
- (iii) Taking steps to reduce administrative expenditure in Super Bazar.

[English]

Tourism projects in Karnataka

3306. SHRI G.S. BASAVARAJ: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Karnataka has made any request to release first instalment of funds sanctioned for construction of New Tourist Cottage at Muluyalamadava and to provide way side facilities at Bannerghatta National Park; and

(b) if so, the reaction of the Union Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) The

proposal for construction of New Tourist Cottages at Muluyalamadava has been prioritised and sanctioned for Central financial assistance of Rs. 44.66 lakhs and provision of wayside amenities at Bannerghatta National Park has been prioritised for Rs. 50.00 lakhs in consultation with the State Government.

Execution of NCE projects

3307. SHRI S.D.N.R. WADIYAR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the schemes prepared for production of power from renewable sources during the Ninth Five Year Plan period, State-wise; and

(b) the specific solar, wind, biomass and small hydro projects proposed to be executed in Karnataka State during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) The Ministry of Non-conventional Energy Sources has been implementing various schemes for production of power throughout the country through major Non-conventional Energy Sources under Solar, wind, biomass/co-generation, energy from waste, solar photovoltaic etc. during the Ninth Plan period. State-wise schemes are not prepared by the Ministry.

(b) The details of solar, wind, biomass and small hydro power projects installed during the last three years and under installation during the Ninth Plan period in the State of Karnataka are given in statement.

Statement

Details of solar, wind, biomass and small hydro-power projects installed during the last three years and under installation during the Ninth Plan period in the State of Karnataka

S.No.	Schemes/ Projects	Projects During Ninth Plan Period	
		Installed Capacity	Under Installation
1.	Solar Photovoltaic Power	30kW	NIL
2.	Wind Power	21.78 MW	202.54 MW
3.	Biomass Gasifiers	13.70 MW	57.5 kW
4.	Biomass Power/Co-generation	53.2 MW	19.03 MW
5.	Small Hydro Power	76 MW	541 MW

MW = Megawatt
kW = Kilowatt

Restriction on procurement of Sugar

3308. SHRI NIKHILANANDA SAR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether restriction is imposed on West Bengal Government in procurement of sugar from Bihar and Uttar Pradesh for supply under Public Distribution System;

(b) whether the Government advised the West Bengal Government to procure sugar from Maharashtra, which will make the supply costlier due to transportation charges; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) to (c) Levy sugar quota of each State/UT for distribution under Public Distribution System is fixed and generally the same is allocated from the factories located in that State/UT itself. However, the deficit, if any, is met by allocating sugar from the factories of surplus State (s). Accordingly, keeping in view the availability of the levy sugar, allocations in favour of the Government of West Bengal with effect from December 1999 have been made from the factories of West Bengal and Maharashtra.

Levy sugar is supplied to the consumers at a uniform retail price throughout the country since October 1972. The incidental expenditure incurred for delivering sugar at a uniform price is reimbursed in the form of margin payable to wholesalers and retailers of levy sugar which include elements like interest on capital, bank commission, transportation charges, administrative charges etc.

Archaeological Museum at Solapur

3309. SHRI SUSHIL KUMAR SHINDE: Will the Minister of CULTURE be pleased to state:

(a) whether a proposal to set up an Archaeological Museum at Solapur has been submitted by the Government of Maharashtra;

(b) if so, the details thereof; and

(c) the steps taken so far for establishment of the museum?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) No, Sir.

(b) and (c) Do not arise.

R.D.S.O. Lucknow

3310. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the RDSO, Lucknow has sent a team to study the causes of fire in Punjab Mail;

(b) if so, the findings thereof;

(c) whether RDSO, Lucknow has made any improvement in the design of the emergency stoppage equipment in passenger coaches;

(d) if not, the reasons therefor and the funds spent by RDSO, Lucknow during the last three years;

(e) whether any outside agency will be asked to take over critical research objections from the RDSO; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) and (c) The emergency stoppage equipment of the passenger coaches was found to be functioning satisfactorily. Hence, no changes in the design of the system is being considered.

(d) A statement is attached.

(e) and (f) No, Sir.

Statement

Details of funds spent by RDSO, Lucknow during the last three years is given below

Year	Amount spent by RDSO (Figures in thousands)		
	Revenue	Works Expenditure under plan head "Railway Research"	Total
1996-97	3,78,667	24,983	4,03,650
1997-98	4,74,985	51,583	5,26,568
1998-99	5,51,690	82,022	6,33,712

[Translation]

Re-employment of Retired Employees

3311. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether Defence Ministry keeps record of its retired employees who get Government service again;

(b) if so, the number of such retired officers during the last three years;

(c) whether, such employees are provided with two pensions at a time; and

(d) if so, the justification thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) As per information available as of date, 18,152 ex-Servicemen have been re-employed in Government service i.e. in Central Government, Central Government Public Sector Undertakings, State Governments, State Government Public Sector Undertakings, Local Bodies, Nationalised Banks, Paramilitary Forces etc. in the last three years.

(c) and (d) The pensionary benefits to the re-employed pensioners are governed by CCS (Pension) Rules, 1972 as amended from time to time. These rules provide for the retention of pension and pensionary benefits for retirees from the Military Service in addition to the pension which may accrue for the service rendered in a civil post after retirement. The justification for two pensions is that the two services rendered by the individual are two different services and the individual cannot be debarred from the pensionary benefits, which accrue due to the two different services rendered by him.

[English]

Merger of NAAI and IAAI

3312. MAJ. GEN. (RETD.) B.C. KHANDURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) was constituted as a consequence of merger of the National Airports Authority of India (NAAI) and International Airports Authority of India (IAAI);

(b) if so, the date on which these were merged;

(c) whether complete merger has not taken place so far;

(d) if so, the reasons therefor;

(e) whether two different cadres of NAAI and IAAI are still working at various Airports under the name of Airports Authority of India;

(f) if so, the reasons therefor; and

(g) the time by which complete merger is likely to take place?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. It was constituted on 1st April, 1995 under the AAI Act, 1994.

(c) No, Sir.

(d) Does not arise.

(e) No, Sir.

(f) and (g) Do not arise.

Review of Import of Edible Oils

3313. SHRI ANNASAHAB M.K. PATIL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have reviewed the position in regard to import of edible oils over the last three years;

(b) if so, the details thereof;

(c) whether the domestic refining and solvent extraction units have represented to the Government regarding continued reduction in the import duties leading to dumping of edible oil particularly from Malaysia and consequent massive sickness in the local units; and

(d) if so, the details thereof along-with details of action taken/proposed in this regard and revival/modernisation of oil industry in terms of our requirements and global market trends?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) Yes, Sir.

(b) The import of edible oils during the period 1996-97, 1997-98, 1998-99 and 1999-2000

(November, 99-January, 2000) have been 12.83 lakh tonnes, 18.33 lakh tonnes, 35.06 lakh tonnes and 9.72 lakh tonnes respectively.

In the Union Budget 1996-97, the import duty on edible oils was 22%. The duty was subsequently raised to 25% by imposition of surcharge of 3%. In order to curb high domestic prices, in July, 98, the import duty on edible oils was reduced to 15%. In the Union Budget 1999-2000, the import duty was raised to 16.5%. In order to curb import, with effect from 30.12.1999, the import duty on refined oil has been raised to 27.5%. Further, actual user condition has also been stipulated. The peak rate of 38.5% of duty is applicable for crude oils imported by other than actual users. In addition, a SAD @ 4% has also been levied.

(c) Yes, Sir.

(d) Details of action have already been indicated vide reply to (b). The measures taken are expected to help revival of the oil industry and also enable better returns to the farmer for his produce.

[Translation]

Amount for reconstruction of Historical Monuments

3314. SHRI CHINMAYANAND SWAMI: Will the Minister of CULTURE be pleased to state the amount proposed to be allocated for reconstruction of historical monuments during the year 2000-2001?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR):

The Archaeological Survey of India allocates funds only for the maintenance, conservation and preservation of the centrally protected monuments. It does not make any allocations for the reconstruction of the historical monuments.

The tentative allocation for the maintenance and conservation of the monuments protected by the Archaeological Survey of India for 2000-2001 is Rs. 29.48 crores.

[English]

Construction of Mega Museums

3315. DR. MANDA JAGANNATH: Will the Minister of CULTURE be pleased to state:

(a) whether the Government propose to build Mega Museums;

(b) if so, the details thereof alongwith the locations thereof; and

(c) the amount proposed to be spent thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) The Government have decided to commemorate the 50th Anniversary of the Indian Republic through showcasing our Cultural Heritage and progress by way of building permanent assets such as Bharat Darshan, Science or Cultural Parks. These parks will be expositions of Indian culture and would include the progress of the nation upto modern times. The concept is in the process of elaboration.

[Translation]

Survey of Villages by ASI

3316. SHRI CHANDRAKANT KHAIRE: Will the Minister of CULTURE be pleased to state:

(a) the names of villages in Maharashtra where the survey has been carried out by the Archaeological Survey of India during the last three years;

(b) whether the villages falling in Aurangabad region are also proposed to be considered for the purpose of conducting the survey;

(c) if so, the details thereof; and

(d) if not, the time by which such survey is likely to be carried out?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The villages surveyed in Maharashtra during the last three years are: Pahur and Pimpal-Khunta, both in Distt. Yavatmal; Betwad, Distt. Dhule; Telegaon Deshasar, Ghuikhed, Dabha and Yarad, all in Distt. Amaravati; Kamthi, Pardi and Kamptee all in Distt. Nagpur and Mumbai Distt. Mumbai.

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

(d) Does not arise.

[English]

Procedural delays in Building Military Preparedness

3317. SHRI NARESH PUGLIA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Army Chief, General V.P. Malik, while watching the Army and Air Force's joint desert exercise in north-eastern Rajasthan on February 15, 2000, has said that procedural delays were coming in the way of building country's military preparedness;

(b) if so, the measures suggested by the Army Chief to avoid procedural delays; and

(c) the follow-up steps being taken to remove the bottleneck in procedural delays?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) No specific suggestions in this context have been received from the Chief of Army Staff.

(c) The defence procurement procedure was formulated and prescribed in 1992 by the Government. The procedure is comprehensive and includes measures to ensure that a conclusive and objective view is taken while selecting a weapon/weapon system and that extraneous factors do not influence the decision. The system is designed for procuring equipment against Qualitative Requirements specified, approved and confirmed through a system of trials and evaluation by the Services and through a process of competitive tendering to ensure cost advantages. Government is fully alive to the needs of country's defence preparedness and all steps are being taken to streamline the procurement process and to minimise the time taken in decision making.

Delay in Refit Programmes of Navy

3318. SHRI AJAY SINGH CHAUTALA: Will the Minister of DEFENCE be pleased to state:

(a) whether most of the Naval Refit Programmes have been delayed as reported in the *Tribune* dated February 22, 2000;

(b) if so, the reasons attributed thereto;

(c) the details of these programmes and the extent to which they can affect the preparedness of our Naval Forces in the eventuality of a war; and

(d) the steps proposed to be taken to remove the hurdles in the refitting of above programmes?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Government has seen the article

that appeared in *Tribune*, Chandigarh on 22.2.2000 captioned. "The Naval Refit programmes delayed". Apparently, the article is based on the review of Naval Dockyard, Mumbai by Comptroller & Auditor General of India (C&AG) for the year ended 31.3.1998. The report inter alia refers to delay in planned refits, extra cases, time taken in excess of time planned for various refits, extra expenditure incurred on account of time overruns, creation of infrastructural facilities in the dockyard on adhoc basis etc. Action has been initiated on the report of C&AG in consultation with Naval Hqrs for preparing an Action Taken Note. Notwithstanding the above, Naval Fleet is always put in a state of maximum preparedness to meet any eventualities. Constant monitoring at all levels and mid course corrections are taken so as to ensure minimum force level.

[Translation]

Construction of New Railway Line

3319. SHRI TUFANI SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is huge congestion of rail traffic on Mughal Sarai—Delhi route;

(b) if so, the steps being taken to ease the congestion of traffic on this route;

(c) whether the Government are contemplating to lay new railway line via Ghazipur, Orihar and Jaunpur by constructing a railway bridge over river Ganga near Tadighat in Ghazipur; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGIJAY SINGH): (a) and (b) Yes, Sir. However, Railways are able to meet the demand of traffic movement on Delhi-Mughalsarai route adequately. Planning for line capacity works, particularly on important routes, is a continuous and need based exercise. Investments are planned on different sections and subsections of a route on the basis of requirements and subject to availability of resources.

On Delhi-Mughalsarai route following line capacity works are in progress:

1. Kanpur-Panki 3rd line (Phase-I)
2. Ghaziabad-Muradabad Part Doubling
3. Electrification of Mughal Sarai-Zafarabad. (work in progress)

4. Utretia-Zafarabad Part Doubling
5. New Delhi-Tilak Bridge 5th and 6th line
6. Aligarh-Ghaziabad Automatic Signalling
7. Mughalsarai-Ghaziabad-13 block huts.
8. Mughalsarai-Ghaziabad-11 additional loops.
9. Delhi-Mughalsarai-Universal Radio Communication.

In addition to the above, Gauge conversion of Kanpur-Kasganj-Mathura will open up an alternative route from Eastern to Northern/Western India relieving congestion on part of Delhi-Mughalsarai route.

Doubling and electrification of Mughal Sarai-Moradabad-Saharanpur-Ambala, which has been taken up in phases, will also ease traffic flow on Delhi-Mughalsarai route.

(c) and (d) No, Sir. The present traffic flows do not warrant construction of this line. However, a survey has been taken up for Gauge Conversion of Aunrihar-Jaunpur Metre Gauge section.

[English]

Deployment of Tactical Weapon System on Submarines

3320. SHRI R.L. BHATIA: Will the Minister of DEFENCE be pleased to state:

(a) whether a tactical weapon control and composite sonar system developed years back for deployment on submarines has since been installed on board of submarines; and

(b) if so, the specification thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The composite sonar system (Panchendriya), alongwith tactical weapon control system has been developed for Vela class submarines by Defence Research and Development Organisation (DRDO). This will provide enhanced detection capabilities to be submarines and is presently operational on board a submarine, after successful sea evaluation by the Navy.

Central Grain Analysis Laboratories

3321. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of central grain analysis laboratories functioning at present in the country, State-wise;

(b) whether these centers take a long time to give analysis report of the foodgrains;

(c) if so, whether there is any shortage of staff in such laboratories;

(d) if so, the remedial measures taken in this regard; and

(e) the proposal for opening more such laboratories during the Ninth Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) There is only one Central Grain Analysis Laboratory (CGAL) functioning under the Ministry of Consumer Affairs & Public Distribution, at Krish Bhavan, New Delhi.

(b) and (c) No, Sir.

(d) Does not arise.

(e) There is no such proposal.

Fare Concessions to Sr. Citizens

3322. SHRI TEJVEER SINGH CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state the details of fare concessions admissible to the senior citizens on Indian Airlines flights as on date?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV):

Indian Airlines offers a discount of 50% on the normal economy class sector fare component to senior citizens. Discount is applicable on Indian Rupee fare level only, with Indian Air Travel Tax and Passenger Service Fee being applicable in full.

[Translation]

Shortage of Household Items in Defence Canteens

3323. DR. BALIRAM: Will the Minister of DEFENCE be pleased to state:

(a) whether there has been a shortage of household items in various C.S.D. canteens of the Ministry located in Delhi;

(b) if so, the reasons therefor;

(c) whether sub-standard items of ill reputed companies are often sold to the defence personnel by these canteens;

(d) if so, the details of such cases noticed during the last two years; and

(e) the steps being taken by the Government to make available brands of reputed companies to the defence personnel?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) There is no shortage of household items in C.S.D. canteens of the Ministry, located in Delhi. The continuous availability of products is ensured in the Unit Run Canteens (URCs) located all over the country by way of an efficient distribution network channelised through Base Depot and Area Depots of C.S.D. The foundation on which the introduction of the items in C.S.D. is based is "to provide goods of high quality to the troops, wherever they are located, at prices cheaper than the prevailing market rates, as far as possible". For this purpose, there is an established procedure for introduction of items, which includes evaluation of Product and Vendor Image in the civil market, Quality Testing and availability of After Sale Service for consumer durables etc., that ensures that only high quality products, manufactured by reputed companies are introduced in C.S.D. Moreover, continuous inventory updating, by introduction and deletion of slow/non-moving items is a regular exercise, to meet the consumer preference and taste. In view of the above, the question of selling sub-standard items by C.S.D. canteens does not arise.

[English]

Detention of non stop freight train at Salem

3324. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a non-stop freight train was detained by the State Police at Salem Junction on 29th January, 2000;

(b) if so, the reasons therefor; and

(c) the reaction of the Railways on the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) The State Police of Tamil Nadu, had received some information of illegal transportation of rice bags, meant for public distribution by the said goods train and hence, the train was detained.

(c) The Police were only discharging their duties.

[Translation]

Spares for L.C.A.

3325. DR. SANJAY PASWAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government of Belgium has refused to export important parts of the engine of flight combat aircraft to India;

(b) if so, the reasons therefor; and

(c) the substitute proposed to be used in case of these parts are not supplied by Belgium?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir. The export licence for one mechanical part of the Kaveri engine being developed by Defence Research & Development Organisation (DRDO) has not been issued by the Government of Belgium after signing of the contract with a Belgium firm.

(b) We understand that the reason to be Export Control Regulations of the Belgium Government.

(c) DRDO has the policy of stock piling and multiple sourcing in important projects. In this case, alternate sources have been identified for the supply.

[English]

Functioning of Zonal Railway Headquarter at Hazipur

3326. DR. RAGHUVANSH PRASAD SINGH: SHRI SUKDEO PASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Zonal Office at Hazipur has not yet been fully developed and made functional;

(b) if so, the reasons therefor and the time by which it is likely to be fully develop and made functional;

(c) whether the posts sanctioned for this office have not been filled up so far;

(d) if so, the reasons for delay; and

(e) the time by which all the posts are likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) to (e) Keeping in view the specific observation of the Standing Committee and the Comptroller and Auditor General, the issue of setting up of new Zones and division on Indian Railways, is presently under review.

Debt Service support to Konkan Railway Corporation

3327. SHRI RAMSHETH THAKUR:
SHRI ASHOK N. MOHOL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided not to capitalise the debt service support being extended to Konkan Railway Corporation; and

(b) if so, the extent to which this decision is likely to lead to an increase in the debt equity ratio?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is no such proposal at present before the Government.

(b) Does not arise.

[*Translation*]

Missing of Goods

3328. SHRI RAMSHAKAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of goods booked by Railways were found missing during 1997-98, 1998-99 and 1999-2000 so far State-wise and zone-wise;

(b) the reasons therefor and the amount paid against the claims therefor, State-wise; and

(c) the remedial measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The statistics of claim compensation are not maintained State-wise. However, number of claims and amount paid on account of missing consignments due to loss, theft and pilferage zone-wise for the year 1997-98, 1998-99 and 1999-2000 (upto September 1999) is as under:-

(Amount in lakhs of Rs.)

Railway	Period	Claims paid on account of loss and theft		Claims paid on account of pilferage	
		No. of cases	Amount paid	No. of cases	Amount paid
1	2	3	4	5	6
Central	1997-98	3533	152.08	1979	29.61
	1998-99	3838	210.22	3054	51.13
	1999-2000	1816	89.62	1166	27.23
Eastern	1997-98	2310	203.72	4652	47.79
	1998-99	1995	181.81	12157	131.61
	1999-2000	1023	105.76	5557	79.82
Northern	1997-98	4717	329.57	4872	242.50
	1998-99	3489	244.74	2982	179.95
	1999-2000	1528	51.55	1042	208.68

1	2	3	4	5	6
N.E.	1997-98	4694	83.00	203	8.60
	1998-99	2549	51.89	311	9.73
	1999-2000	1344	25.74	320	3.09
N.F.	1997-98	1134	39.84	4053	260.79
	1998-99	632	18.72	4016	236.42
	1999-2000	391	19.10	2640	158.11
Southern	1997-98	729	82.88	269	9.47
	1998-99	1184	109.39	134	5.95
	1999-2000	604	97.29	39	1.43
S.C.	1997-98	612	32.23	292	14.10
	1998-99	609	55.59	199	7.58
	1999-2000	344	42.84	129	8.83
S.E.R.	1997-98	4993	135.50	3883	120.54
	1998-99	4072	101.43	2655	97.41
	1999-2000	2189	55.49	1520	87.05
Western	1997-98	2491	124.73	507	45.84
	1998-99	2416	118.19	467	14.62
	1999-2000	1207	55.38	279	15.33
Total	1997-98	25213	1183.55	20710	779.24
	1998-99	20784	1091.98	25975	734.40
	1999-2000	10446	542.77	12692	589.57

The reasons for missing booked goods are primarily improper packing, marking, labelling, criminal interference enroute, negligence by staff, overcarriage of goods, etc.

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

- (i) Escorting of trains is done as far as possible, for those trains carrying valuable consignments over vulnerable sections.
- (ii) Intensive beat patrolling in yards and other affected areas/sections.
- (iii) Joint checking at inter-change points to take stock of the condition of loaded wagons and their seals.

(iv) Maintenance of close coordination between RPF, GRP and local police at various levels to apprehend criminals and receivers of stolen property.

(v) Special study of specific schemes of traffic to localise the causes and places of thefts and pilferage and follow-up action thereon.

(vi) Proper marking, addressing and labelling of packages to prevent them from going astray.

(vii) Selecting commercially fit wagons for loading commodities.

(viii) Introduction of detailed, rationalised loading programme on trunk routes.

- (ix) Insistence on provision of dunnage to protect flap doors of wagonload consignments of sugar, grains, pulses and oilseeds, etc.
- (x) Rivetting and locking of wagons carrying valuable goods as per extant instructions, so as to prevent wagon breaking.

[English]

Deployment of Army for Anti-Insurgency Operations

3329. SHRI SAMAR CHOUDHURY: Will the Minister of DEFENCE be pleased to state:

(a) the number of Defence personnel deployed for anti-insurgency operation in the country, State-wise, with particular reference to the North-Eastern States;

(b) whether army deployment against such insurgency violence has lost its importance in any of the State and the Government have reviewed the situation;

(c) if so, the details thereof;

(d) the reasons of withdrawing the Defence personnel from the disturbed area of Tripura; and

(e) the steps being taken to ensure that Army is deployed for effective intervention against the recent growth of insurgency violence in Tripura?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) While it is not in public interest to disclose the exact number of army units deployed for anti-insurgency operations in the North-East and in Jammu and Kashmir, army's assistance is being taken appropriately under the relevant provisions of law.

(b) No, Sir.

(c) Does not arise.

(d) and (e) Certain paramilitary forces under the operational control of the army are deployed in Tripura, in addition to other police forces, to meet the security concerns of the State.

War Injury Pension

3330. SHRI RAM MOHAN GADDE:
SHRI M.V.V.S MURTHI:
SHRI R.S. PATIL:
SHRI SHIVAJI MANE:

Will the Minister of DEFENCE be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Maha Vir Chakra nominee fails to get war injury pension" appeared in the 'Hindustan Times' dated February 20, 2000;

(b) if so, the number of cases for compensation and pensions pending with the Government as on date alongwith the reasons therefor;

(c) whether grievance of Indian Peace Keeping Force victims are still remain unresolved; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (d) Government have seen the news report. Capt. H.S. Virk was enrolled in the Army as a Short Service Commissioned Officer. During his deployment in the IPKF operation in Sri Lanka, he sustained injuries in action on 16.12.1988. He was retained in service in spite of the disability and subsequently released in March 1993. His disability was assessed by the Release Medical Board at 20%. He was paid terminal benefits/disability element as per the rules applicable to Short Service Commissioned Officers. He is not entitled to war injury pension @ 60% of the emoluments last drawn.

2. Orders have been issued on 29.2.2000 allowing compensation for war injury element at double the rates admissible in cases of normal disability. These orders are effective from 1.1.1986 and the benefit thereof is available to the Armed Forces personnel who sustained war injury in the IPKF Operation also. This benefit has already been extended to ex-Captain Virk.

3. No case for compensation and pensions of war injured Army personnel posted in Sri Lanka in IPKF operations is pending with Government.

Compensation to GRP personnel

3331. DR. V. SAROJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government Railway Police Personnel who get killed or injured during accidents or in tackling terrorists activities in railways are not paid compensation by Railways; and

(b) if so, the reasons therefor and the steps taken to protect their interests?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) The Government Railway Police is an integral part of the police organization of the State Governments. Hence, the Government Railway Police personnel are governed by the Rules of the State Governments concerned in such matters.

Cultivation on Railway Land

3332. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Railway has given land along Mumbai tracks to its class IV employees to cultivate vegetables;

(b) if so, the details thereof;

(c) whether the Railways propose to implement such scheme all over the country to protect its land from encroachment;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. About 140.05 hectare of railway land in Mumbai is under cultivation.

(c) and (d) Yes, Sir. It was observed that the railway land given to Railway employees for cultivation in Mumbai Region, remained largely free from encroachments and helped in maintaining greenery along railway tracks. It has therefore, been decided to extend the policy of licensing of railway land to Group 'C' and Group 'D' Railway employees for cultivation in identified urban areas only.

(e) Does not arise.

Re-opening of Level Crossings on Luni-Barmer-Munabao Rail Line

3333. COL. (RETD.) SONA RAM CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that there were number of level crossings on Luni-Barmer-Munabao Rail Line before Independence;

(b) whether during the last 50 years, large number of cattle crossing and unmanned level crossing have been closed whereas the population and number of vehicles have increased many fold;

(c) if so, whether the Government are aware that in this backward desert area of Western Rajasthan, level crossings are not available between 30 KM distance which is causing great hardship of the people of the area;

(d) if so, whether the Government are considering to reopen such level crossings which were closed, during conversion of this 300 KM rail line from metre gauge to broad gauge to mitigate the problems of the people; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) and (c) Only one 'D' class cattle crossing No. D-291 at KM 737/2-3 was closed during 1983. There is no stretch of 30 KM on this route where level crossings are not existing.

(d) No, Sir.

(e) Does not arise.

Shortage of rakes in Calcutta Metro Rail Service

3334. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a shortage of rakes in Calcutta Metro Rail Service;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) In the short term, Calcutta Metro does not have any shortage of rakes. However, keeping in view the extension project of Calcutta Metro, the need for additional rakes is being assessed.

Payment of Dues to Porters Deployed in Kargil

3335. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of DEFENCE be pleased to state:

(a) the number of army porters deployed during the Kargil conflict;

(b) whether there porters have not been paid their dues so far;

(c) if so, the reasons therefor and the steps being taken to ensure that their dues are paid without further delay and they are employed on regular basis;

(d) whether some of these porters laid down their lives in helping the Army; and

(e) if so, the details thereof and the compensation paid to their wards?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) In June, 1999, the Government had sanctioned adhoc mobilisation plan units for deployment in connection with the war-like situation in the Kargil region. These units also included deployment of porters. A total of 2677 porters were recruited in the 6 porter companies, purely on contractual basis, for 6 months. The recruitment was done by the local army establishments in the area.

All the 6 porter companies have since been disbanded. All the porters have been paid their dues for the period of their employment. However, payment in respect of porters who had deserted has been deposited with the treasury.

As per the information furnished by the AHQ, the following 7 porters were killed during the Kargil conflict:-

- (i) Shri Kamlesh Kumar S/o Shri Banarasi Dass of village Rehmbel, PO Garhi, Tehsil & Distt. Udhampur, J&K.
- (ii) Shri Daler Singh S/o Shri Suram Singh of Village Kolaha, Tehsil & Distt. Udhampur, J&K.
- (iii) Shri Paduman Singh S/o Shri Danter Singh of Village Kolaha, Tehsil & Distt. Udhampur, J&K.
- (iv) Shri Madan Singh S/o Shri Dhurub Singh of Village Kolaha, Tehsil & Distt. Udhampur, J&K.
- (v) Shri Syam Singh S/o Shri Suraj Singh of Village Mahhi Post Tandhol, Tehsil Ramnager, Distt. Udhampur, J&K.
- (vi) Shri Khangada Bhadur Bhadari S/o Shri Chabi Lal of Village Birandadar Nagar, Nagar Palika, Zone Bheri Post Surakhpur (Nepal).
- (vii) Shri Tesring Phunchek S/o Shri Eshey Namgyal of Village Chuchol PO & Distt. Leh (J&K).

A compensation of Rs. 2 lakhs for the next of kin of those killed would be paid before the 31st March 2000.

Legal Fees paid by Air India

3336. SHRI C. SREENIVASAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount paid as legal fees to private legal companies by Air India during the last two years;

(b) whether the Air India has a legal department of its own;

(c) if so, the details thereof; and

(d) the manner in which the Government propose to reduce expenditure on this account?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Air India has paid Rs. 22,80,854.42 as legal fees to Private Legal Companies during the last two financial years.

(b) No, Sir.

(c) Does not arise.

(d) In order to reduce the expenses by way of legal fees, Air India has empanelled law firms who have quoted reasonable legal fees. Wherever possible, out of court settlements are also being effected to reduce legal costs.

Special Protection Force

3337. SHRI SHIVAJI VITHALRAO KAMBLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering a fresh proposal to establish Special Protection Force to protect railway property and prevent terrorist activities in trains;

(b) if so, the details thereof along with its financial implications;

(c) whether the Government have reviewed the existing security arrangements in trains;

(d) if so, the details thereof; and

(e) the expenditure incurred by the Railways for security arrangements for the last three years, year-wise and current year so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) The Security arrangements on Railways are reviewed regularly with the State Government authorities. Coordination meetings with the State authorities are held at all levels. Recently, a Conference of Chief Secretaries and Directors General of Police of State Governments and Union Territories was held in the Ministry's office on 15.1.2000, to discuss issues affecting the security of Railway passengers.

(e) The following expenditure was incurred by the Railways for the past three years:-

(i) Railway Protection Force-		(ii) Government Railway Police-	
1996-97	Rs. 302.49 crores	1996-97	Rs. 78.97 crores
1997-98	Rs. 393.81 crores	1997-98	Rs. 96.97 crores
1998-99	Rs. 493.28 crores	1998-99	Rs. 109.37 crores

The information for the current year is being collected from the Zonal Railways.

[Translation]

Construction of Airstrip and Control Tower in Kargil

3338. SHRI RAMDAS ATHAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to construct airstrip and a control tower for combat aircrafts in view of Pak intrusion in Kargil; and

(b) if so, the details of the progress made in this regard so far and the time by which the above is likely to be completed?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) No, Sir. However, as part of Jeevelopment of Ladakh sector, Kargil Airfield is being developed by Airport Authority of India to cater for operation of civil flights. The project is likely to be completed by October, 2000.

[Translation]

Commission to Air India Agents

3339. SHRI SHEESH RAM SINGH RAVI:
SHRI BRAHMA NAND MANDAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India is paying a commission to its agents for booking of tickets for its various flights;

(b) if so, the details thereof;

(c) whether it led to some scam and creating artificial scarcity of seats on flights;

(d) if so, whether any inquiry has been conducted into the same;

(e) if so, whether there is any proposal to abolish the agency system and to book tickets through the counters manned by Air India; and

(f) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Air India is a member of IATA and as per their rules all member airlines are eligible to pay commission to Travel Agents who are also members of IATA for the business generated by them. The booking Agency Commission paid by Air India for the last three years is as under:-

Year	Rs. in Crores
1996-97	324.70
1997-98	353.84
1998-99	388.09

(c) No, Sir.

(d) Does not arise.

(e) There is no proposal at the moment to abolish the agency system.

(f) Does not arise.

Sale of 40% Sugar through P.D.S.

3340. SHRI DANVE RAOSAHEB PATIL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether 40% per cent of the sugar produced by the Sugar Mills is earmarked for sale through Public Distribution System at the reserved price;

(b) if so, whether another 20,000 tonnes can also be released at his discretion;

(c) if so, the quantity that has been released under the discretionary power during the last two years and the current year and the cost involved therein year-wise;

(d) whether he decided to do away with this discretionary quota of sugar release; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) With effect from 11.2.2000, 30% of the sugar production of the sugar mills is procured as levy for sale through Public Distribution System at the ex-factory levy sugar price fixed by the Government. Before 1.1.2000, 40% of the sugar production was procured as levy for sale through Public Distribution System at the ex-factory levy sugar price fixed by the Government.

(b) Out of the freesale portion of the sugar of the sugar factories 20,000 tonnes of sugar per month was ear-marked for release as an additional free sale quota to the sugar factories as per the prescribed guidelines. The price of the free sale sugar varies from place to place and time and, therefore, it is not possible to indicate the value of the additional free sale quota during the last 2 years.

(c) to (e) With effect from 01.01.2000, Government has done away with the release of additional free sale sugar over and above the pro-rata allotment of sugar to the sugar mills. However, the sugar mills having no working capital from the banks are being considered under prescribed guidelines for release of advance freesale quota within their respective overall yearly prorated entitlement of freesale sugar.

Consumer Information Centre

3341. SHRI VILAS MUTTEMWAR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have invited applications from various voluntary organizations to run the consumer information centers at the State levels;

(b) if so, the details thereof;

(c) whether any guidelines have been issued to the State Govt. in this regard;

(d) if so, the details thereof;

(e) whether the establishment cost of these centres is to be funded by the Union Government; and

(f) if so, the total centers that are to be set up in the country and funds allotted for the purpose, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Yes, Sir. The reputed consumer organization in different State are eligible for opening of Consumer Information Centres. The State Governments have been requested to give wide publicity to the scheme of Consumer Information Centres in their respective States.

(c) to (e) Yes, Sir. The well reputed consumer organizations with good track record, are given financial assistance from Consumer Welfare Fund to set up Consumer Information Centres, which will function as a library, a resource centre, a guidance centre and a testing centre.

(f) Standing Committee for Consumer Welfare Fund decided to set up at least one Consumer Information Centre in each State to begin with. There is no scheme for allotting fund Statewise.

Suburban Train Facilities in Karnataka

3342. SHRI A. VENKATESH NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) the steps have so far been taken by the Government to upgrade the suburban train facilities in Karnataka; and

(b) the achievements made so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) At present, there is no suburban train service in Karnataka. However, for developing a modern inter-modal transport system in Bangalore, a survey for developing a commuter railway system has been conducted by M/s RITES on the request of Ministry of Urban Development. Examination of the modalities for development and implementation of this project has since been taken up.

Sanitation and Rural Development Projects

3343. SHRI KRISHNAMRAJU: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government have taken any decision in regard to pending projects relating to sanitation and development of rural areas of various States;

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

(c) if not, the time by which a final decision is taken in this regard;

(d) the details of such schemes approved and implemented during the each year of the Ninth Five Year Plan;

(e) the fund allocation made during the said period, State-wise, project-wise; and

(f) the progress made so far, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) to (f) The information is being collected and will be laid on the Table of the House.

Laying of New Railway Lines between Kurla and Thane

3344. SHRI KIRIT SOMAIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work relating to laying of two new railway lines between Kurla and Thane has since been stopped by the Central Railways;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to re-start the above work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No Sir.

(b) and (c) Do not arise.

Using of Wooden Sleepers

3345. SHRI RAMESH CHENNITHALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways are still using wooden sleepers for railway tracks;

(b) if so, whether these are profitable and durable than concrete sleepers;

(c) in not, the reasons for not encouraging utilisation of concrete sleepers by the Indian Railways; and

(d) the total amount spent for purchasing of wooden sleepers during 1997-98, 1998-99 and 1999-2000 so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Indian Railways have progressively reduced the use of wooden sleepers and limited its use only for girder bridges, special layouts and during emergencies on safety consideration. Development and use of alternative type of sleepers for these locations have been undertaken to eliminate use of wooden sleepers in future. Hon'ble Supreme Court during May, 1999 had imposed a total ban on procurement and use of wooden sleepers on Indian Railways which has been modified by an order passed in February, 2000 to permit use of wooden sleepers available in stock with the Railways.

(b) Concrete sleepers are more durable and economical to use as compared to wooden sleepers.

(c) Use of concrete sleepers on Indian Railways is being encouraged, only for isolated casual renewals in existing wooden sleeper track and for girder bridges and special layouts where other alternatives are still under development, wooden sleepers are being used.

(d) 1997-98	Rs. 21.30 crores.
1998-99	Rs. 45.44 crores.
1999-2000	Rs. 7.00 crores.

Contract for Clearing Scrap

3346. SHRI P.D. ELANGO VAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the scrap waste in Railway Workshops are cleared by the private people who obtain contract awarded by the respective Railways;

(b) if so, the details of the contracts awarded to such people in various Railway Workshops in the country; and

(c) the income generated through the auction/sale of old Railway materials like the unused wooden planks, rails and wagons, etc. during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The scrap material in the railway workshop is mostly sent to nominated scrap disposal depot departmentally except in

few locations like Hubli and Guntupally workshops of South Central Railway, where scrap is lifted from the shop and transported to the scrap depot by private contractors. Scrap material is disposed of either through by auction or tender sale.

(b) South Central has awarded contracts to contractors namely;

1. M/s K. Bapanasawamy, Bavajipet, Vijaywada at Guntupally Workshop to lift the scrap from stripping shop and move them by road transport to scrap depot.

2. M/s P. Pichalah, Railway contractor, Hubli Workshop to lift foundry skull from iron foundry and move the same by road transport to scrap depot.

(c) The amount earned through disposal of scrap railway material like scrap rails, Permanent way, other ferrous material, non-ferrous material, miscellaneous scrap and rolling stock during last three years is as under.

Year	(Rs. in crore)
1997-98	876
1998-99	785
1999-2000 (upto Feb.2000)	720

[*Translation*]

Development of Jamalpur Factory

3347. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to formulate any scheme for development of Railway factory at Jamalpur;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) According to rationalisation plan of workshops in the eastern region, Jamalpur workshop is to be developed, in addition to the existing activities, for Periodical Overhauling (PHO) of 900 Four-wheeler units of Broad Gauge (BG) wagons. As a part of this plan, a work for developing POH facilities for 400 units of BG wagons has been sanctioned in 1998-99 at an estimated cost of Rs. 15.31 crores.

Jamalpur workshop has been developed as a nodal workshop for manufacture and POH of 140-tonne diesel cranes.

(c) Does not arise.

[*English*]

Security Arrangements at Calcutta Airport

3348. SHRI AKBOR ALI KHANDOKER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether security arrangements are in adequate at Calcutta International Airport in view of growing incidents of hijacking of aeroplane;

(b) if so, the reasons therefor;

(c) whether the Government have decided to step up security arrangements at the International Airports including Calcutta Airport; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV):(a) and (b) Security arrangements at airports in India, including at Calcutta airport, are in accordance with the standards and recommended practices laid down in Annex 17 to the Convention in International Civil Aviation (Chicago) 1944 and the International Civil Aviation Organisation Security Manual.

(c) and (d) After the recent incident of hijacking, following measures have been taken to further beef up security arrangements at the airports:

- (i) Deployment of Central Industrial Security Force (CISF) personnel in place of State Police for security duties at the operational airports in a phased manner. The CISF has already taken over the security duties at Patna, Jaipur, Guwahati, Vadodara and Port Blair airports.
- (ii) Frisking of passengers and hand baggage at the time of entry into sterile area has been tightened. Ladder point secondary frisking has been introduced.
- (iii) Strict control on access to the airports is being ensured by comprehensive review of Photo Identity Cards to restrict the number of pass-holders and banning of entry of the visitors upto 31.3.2000.

- (iv) Deployment of Sky Marshals on flights at random basis as an added safety precaution.
- (v) Raising of the perimeter wall to the prescribed height at all the operational airports.
- (vi) Replacement of old X-Ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that at least two X-Ray machines are available at every point.
- (vii) Modernisation and upgradation of security related technological set up at the airports is being done in a phased manner.

Sanitation and Drinking Water Projects

3349. SHRI JARBOM GAMLIN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the number of sanitation and drinking water projects of various States particularly in the State of Arunachal Pradesh pending with the Government for clearance and since when;

(b) the reasons for their pendency; and

(c) the effective measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) Of the 49 proposals received from various States for implementation of the Sector Reform Pilot Projects in respect of Rural Water Supply Programme, 6 projects are pending for sanction since February, 2000. Regarding projects related to the Total Sanitation Campaign (TSC) out of the 37 projects received 4 are pending for sanction since February, 2000. No project from Arunachal Pradesh is pending with the Government for clearance.

(b) The projects in respect of water supply are pending as they have been referred back to their respective State Governments for incorporation of requisite details which were absent in the projects submitted and the four pending projects in respect of Total Sanitation Campaign will be considered for approval by the National Scheme Sanctioning Committee in its next meeting, which is being convened shortly.

(c) Proposals prepared as per the guidelines issued by the Government of India and complete in all respects are considered by the National Scheme Sanctioning Committee (NSSC) from time to time.

Pension to widows of Defence Personnel

3350. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have released enhanced pensions and difference in arrears of pensions to widows of officers of the defence services as recommended by the Fifth Central Pay Commission;

(b) if not, the reasons for delay; and

(c) the steps proposed to expedite the matter soon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c) Do not arise.

[Translation]

Single Engine Aircraft

3351. SHRI ASHOK ARGAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the use of single engine aircraft as Air Taxi is banned; and

(b) if so, since when and the rules under which some private companies like Rajputana Aviation and Ahmedabad Aviation Academy etc. provide such Aircraft on fare and the tax and penalty received, if any, therefrom during each of the last three years?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Relevant instructions on the subject provide for use of multi-engine fixed wing aircraft and single or multi-engine helicopters for the purpose of air taxi services. However, competent authority has permitted some flying clubs etc., to use single-engine aircraft for non-scheduled operations.

(b) Information regarding the specific companies mentioned is being collected.

*[English]***Air Accidents due to Damaged Parachutes**

3352. SHRI MADHAVRAO SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether the jackals in Ozhar (District Nasik) cause enormous damage to the parachutes by eating up parts of parachute nets attached to MIG aircraft of Indian Air Force stationed there;

(b) if so, the number of such cases noticed during the last three years;

(c) whether any undetected damage to parachutes attached to MIG aircraft, render the aircraft accident prone while landing due to failure of parachutes in exerting the requisite retardation to bring it to a halt within the short space available;

(d) if so, the details of cases in which damage to parachutes has resulted in accidents to MIG aircraft during the last three years; and

(e) the steps taken to avert such accidents?

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

(b) to (e) Do not arise.

Increase in price of groundnut and mustard oil

3353. SHRI G.S. BASAVARAJ: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government are aware of additional burden on the consumer as the wholesale prices of groundnut and mustard oil have shown a marked increase in the market;

(b) if so, the extent to which the prices of these commodities have gone up; and

(c) the steps, the Government have taken to control the prices of these commodities?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) There has

been no increase in the wholesale prices of groundnut and mustard oil thereof after the Union Budget, as may be observed from the following table:-

(Figures in Rs/Qtl)

Year-2000	Groundnut Oil	Mustard Oil
Jan-I Week	3808	3210
Jan-II Week	3794	3220
Jan-III Week	3713	3075
Jan-IV Week	3743	2863
Feb-I Week	3675	2813
Feb-II Week	3650	2788
Feb-III Week	3655	2800
Feb-IV Week	3713	2775
Mar-I Week	3672	2715

(c) Even so, Government has taken a number of measures to control increase in the prices of these commodities. Some of the measures are:-

(i) With effect from 30.11.1999, import duty on refined oil has been raised from 16.5% to 27.5%.

(ii) Import of crude oil has been subject to actual user condition. The implication is that the importers not complying with the requirement of the actual user condition will have to pay custom duty at peak rate of 38.5%

(iii) Special additional duty @ 4% has also been imposed on import of refined oil and import of crude oils by other than actual users.

(iv) The High Powered Price Monitoring Board (HPPMB) under the Chairmanship of the Cabinet Secretary has been constituted. The Board monitors the availability and prices of essential commodities including edible oils on weekly basis and takes appropriate corrective action.

*[Translation]***Solar Energy**

3354. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the progress made so far in the field of solar energy and the steps being taken by the Government for this purpose;

(b) whether solar hand pumps and lamps are so costly that people are not able to take benefits of these even though financial aid is being given on them; and

(c) if so, the steps being taken proposed to reduce the cost of solar hand pumps and lamps and provide additional subsidy on these items so as to make these within the access of people in rural areas?

THE MINISTER OF STATE FOR NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) Government has been implementing schemes for harnessing solar energy for diverse applications using the solar thermal and solar photovoltaic routes. The schemes are implemented through state nodal agencies and Indian Renewable Energy Development Agency (IREDA). The Indian programmes are among the largest of their kind in the world. The efforts made under these schemes have resulted in installation of about 4.80 lakh square metres of collector area for solar hot water systems, over 4.81 lakh box type solar cookers, 2.58 lakh solar lanterns, 1.06 lakh solar home lighting systems, 38,157 street lighting systems, 3,131 solar photovoltaic (PV) pumps, 885 kWp capacity PV power plants for decentralised applications and 1.04 MWp capacity of grid interactive PV power projects as on 31.12.1999. Sixteen Aditya Solar shops have been opened in major cities to make solar energy devices easily available and also to provide after sales service. A large number of villages in the backward regions of Rajasthan, West Bengal, UP, the North-East and the island territories are benefiting from the installation of solar devices. The world's largest solar cooking system is functioning at Taleti, near Mount Abu in Rajasthan. In addition, the Government has recently approved establishment of a 140 MW integrated solar combined cycle power project at Mathania near Jodhpur in Rajasthan.

(b) and (c) The average prices of a typical 900 W solar PV pump, a solar lantern and a solar home lighting system are about Rs. 2,50,000/-, Rs. 4,000/- and Rs. 12,000/- respectively. During 1999-2000 the Government is providing subsidy at the rate of Rs. 125/W of PV array used with solar pumps for its deployment. In addition, soft loan at 5% interest rate is being provided up to 90% of the balance cost of the pumping system. The Government is also providing a fixed subsidy of Rs. 1,500/- for a solar lantern and Rs. 6,000/- or 50% of ex-works cost, whichever is less for installation of a solar home lighting system.

During 1999-2000, 36,401 solar lanterns, 14,923 solar home lighting systems, 2,834 street lighting systems, 273 solar PV pumps, 90 kWp capacity PV power plants for decentralised applications and 200 kWp capacity of grid interactive PV power projects have been installed as on 31.12.1999, under the schemes of the Ministry of Non-Conventional Energy Sources.

At present there is no proposal under the consideration of the Government for increasing subsidy on solar pumps and lighting systems. In view of the high initial cost of PV systems, the Government is supporting efforts for reducing the cost of solar modules by sponsoring R&D projects for technological upgradation and also for improving the efficiency of PV systems. The costs of these systems are also expected to reduce with increase in the volume of production. A scheme to provide soft loans to manufacturing projects aimed to reducing the cost of PV devices has been launched recently.

Reservation Quota for Aurangabad

3355. SHRI CHANDRAKANT KHAIRE: Will the Minister of RAILWAYS be pleased to state:

(a) the reservation quota for all categories allotted for Aurangabad station in all the mail and express trains passing through Manmad Junction;

(b) whether the reservation quota allotted for Aurangabad fulfil the requirement of the passengers; and

(c) if not, the measures taken/proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Computerised reservation facility has been provided at Aurangabad where reservation can be done in all the trains including those passing through Manmad Junction which are defined on the five passenger reservation systems installed at Mumbai, Calcutta, Delhi, Chennai and Secunderabad. In view of this, there is no need for a separate quota at this station.

[English]

Selling of substandard water by ITDC

3356. SHRI NARESH PUGLIA: Will the Minister of TOURISM be pleased to state:

(a) whether his attention has been drawn to the news-item captioned "Mineral Water : You're fooled at ITDC" appearing in the *Indian Express* (Newslite) dated December 11, 1999;

- (b) if so, the facts and details thereof;
- (c) whether the said mineral water was ever got tested;
- (d) if not, the reasons therefor;
- (e) whether any inquiry has been conducted in this regard; and
- (f) if so, the action taken against the guilty officers and suppliers?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) to (f) The Vigilance Division of ITDC conducted an inquiry and found that the mineral water supplied by the agency was not of the required standard. The supplies of mineral water from the said agency has since been stopped.

Funds Sanctioned by CAPART

3357. SHRI A.F. GOLAM OSMANI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the schemes in Assam funded by the Council for Advancement of Peoples Action and Rural Technology (CAPART) during 1995 to 1999;

(b) the schemes taken up by NGOs funded by CAPART in the districts of Barpeta, Nalbari and Bongaigaon specifying the amount, involved therein, scheme-wise;

(c) the proposals pending clearance with CAPART; and

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

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) During 1995-96 to 1998-99, the Council for Advancement of Peoples' Action and Rural Technology (CAPART) has funded under the following schemes in Assam State:-

- (i) Accelerated Rural Water Supply Programme (ARWSP)
- (ii) Central Rural Sanitation Programme (CRSP)
- (iii) Development of Women and Children in Rural Areas (DWCRA)
- (iv) Jawahar Rojgar Yojana (JRY)
- (v) Organisation of Beneficiaries (OB)
- (vi) Panchayati Raj (PR)
- (vii) Integrated Rural Development Programme (IRDP)
- (viii) Promotion of Voluntary Action in Rural Development (PC)
- (ix) Jawahar Rojgar Yojana (JRY-Housing)

(b) A Statement showing the details of scheme-wise amount sanctioned by CAPART to the NGOs of Barpeta, Nalbari and Bongaigaon districts of Assam State during these years is enclosed.

(c) and (d) Five project proposals from the above districts are pending with the Regional Committee of CAPART, Guwahati, which will be considered after the necessary formalities of desk appraisal and pre-funding appraisal of the projects are completed.

Statement

District Barpeta

S.No	Name of VO	Name of scheme (s)	Amount sanctioned (in Rs)
1	2	3	4
1.	ATA Bhowkamari Society Development Association, Vill-ATA Bhowkamari, Barpeta	PC	7,98,275
2.	ACCORD, Vill. Harpurchok, PO Pathasala, Barpeta	OB Panchayati Raj	28,500 52,000
3.	Anchalik Gram Unnayan Parishad Vill. & PO Jania, Barpeta	PC Panchayati Raj	5,46,530 75,120

1	2	3	4
4.	Bajali Pragati Sangh PO Pathshala Barpeta	CRSP	1,27,006
5.	Bajali Gaon Unnayan Samiti Vill. Bhatti Uluwa, Bajali Development Block, Barpeta	CRSP	2,57,400
6.	Dyanamic Rural Welfare Association H.O. Uttar Kalihar, PO Sukmanah, Howly, Barpeta	OB	48,800
7.	Desh Bhakta Rural Development Association Vill. Bhaktiardaba Bazar, Naligaon Barpeta	CRSP PC	3,96,000 8,57,040
8.	Nabajagaran Santha HO Banglipara, PO Jania, Barpeta	OB	27,500
9.	Pahumara Anchalik Rural Development Association, Kharama Bazar, Bhawanipur Development, Barpeta	CRSP	1,51,800
Total			33,63,971

District Nalbari

1	Barnarddi Grammya Unnayan Samiti, Barnarddi, Nalbari	CRSP	4,31,735
2.	Barkhetri Unnayan Samity, Mukalumua, Barkhetri, Nalbari	CRSP DWCRA	2,83,800 1,39,700
3	Bibari Joogafu Afat, Adala Vill. Bar Adala, PO Baganpara, Dhamdama, Nalbari	CRSP	1,10,000
4.	Barnibari Yubak Sangha, PO Barnibri, Nalbari	CRSP	2,29,425
5	Gram Lok Seva Sangh, Dhamdhama Nalbari	CRSP DWCRA OB	3,31,305 2,42,900 1,44,400
6.	Gaon Unnayan Sangha, Dakshin Bezera, PO Janigog, Nalbari	CRSP	1,10,000
7.	Manav Shakti Jagaran, Gopal Bazar, Nalbari	CRSP CRSP OB JRY	2,06,240 2,94,800 33,000 7,57,500
8.	Total Rural Development Project Debachara, Barama Development Block, Nalbari	ARWSP PC	4,60,431 6,60,000
Total			44,35,236

District Bongaigaon

Nil	Nil	Nil
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Jammed Wheel of Aircraft

3358. SHRI SUSHIL KUMAR SHINDE:
SHRI MADHAVRAO SCINDIA:
SHRI MOHAN RAWALE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether passengers of a Hyderabad-Delhi Indian Airlines plane had a narrow escape at the time of landing on January 19, 2000;

(b) if so, the details therefor;

(c) whether any responsibility has been fixed;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the additional steps taken to avoid repetition of such incidents in future?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No, Sir, Indian, Airlines airbus A-300 aircraft operating Hyderabad-Delhi flight IC-839 stopped on the taxiway at Delhi due to brake binding on one of the main landing gear wheels.

(c) and (d) The incident was investigated and the cause of brake jamming was attributed to mechanical failure.

(e) Does not arise.

(f) Immediate action is initiated in case of any

repetitive snags on aircraft. To improve the reliability of the brakes, Indian Airlines has introduced additional safety checks during maintenance, close monitoring of brake temperature and usage of new modified brake parts which has higher strength characteristic.

Deployment of Armed Forces for Civil Works

3359. SHRI R.L. BHATIA:
SHRI HARIBHAU SHANKAR MAHALE:

Will the Minister of DEFENCE be pleased to state:

(a) whether armed forces are deployed for civilian works very frequently;

(b) if so, the reasons and details of such deployments during 1999-2000 till date, State-wise;

(c) whether any policy review is being made in this regard; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a), (c) & (d) In addition to their primary duty of defending the country against external aggression, the Armed Forces are called upon to render assistance to Civil Authorities against specific request. The guiding principle in this regard has been that assistance by Armed Forces is provided when civil authorities are not in a position to cope with the situation from within their own resources. There is no proposal to effect any change in this principle.

(b) The required information is given in the statement attached.

Statement

Details of Assistance provided by Armed Forces to Civil Authorities during 1999-2000.

ARMY

S.No.	State	Dates	Purpose
1	2	3	4
1.	Bihar	06 March 1999	Assistance in anti sabotage checks during VVIP visits
2.	Delhi	30 August 1999	
		21 November 1999	-do-
		03-07 November 1999	

1	2	3	4
3.	Karnataka	17 May 1999 03-04 February 2000 04 March 2000	Assistance in anti sabotage checks during VVIP visits
4.	Meghalaya	21-22 January 2000	-do-
5.	Punjab	09 January 1999 20-21 February 1999 08 April 1999 12 May 1999 19 August 1999 06 February 2000	-do-
6.	Tamil Nadu	01-02 January 1999 20-21 March 1999 25 May 1999 27-29 December 1999	-do-
7.	Uttar Pradesh	10-11 January 1999 10 June 1999 26 December 1999	-do-
8.	West Bengal	27-28 January 1999 12 February 1999 20-21 May 1999 27-29 September 1999 20 January 2000 26-27 February 2000	-do-
9.	U.P.	29-30 th March 1999 15 to 26 January 2000	Rescue & Relief Work during earthquake. Maintenance of essential Services during UP power strike.
10.	Orissa	27 th October to 10 th December 1999	Rescue & Relief Work in the aftermath of the Cyclone in Orissa.

AIR FORCE

S.No.	State	Sorties	Purpose
1	2	3	4
1.	Orissa	409	Relief and rescue work in natural calamities
2.	U.P.	162	-do-
3.	Gujarat	13	-do-
4.	M.P.	82	-do-
5.	J&K	16	-do-

1	2	3	4
6.	Arunachal Pradesh	104	Relief and rescue work in natural calamities
7.	Rajasthan	07	-do-
8.	Mizoram	04	-do-
9.	Himachal Pradesh	02	-do-

NAVY

S.No.	State	Dates	Purpose
1.	Orissa	29th October to 13th November 1999	Rescue & Relief in the aftermath of the Orissas cyclone.
2.	Kerala	15 Occasions in various Distts.	Diving assistance
3.	M.P.	10th August 1999	-do-
4.	Gujarat (Kandala/Vadinar)	17th/18th to 22nd January, 2000	Maintenance of Essential Services during Port & Dock workers' strike.
5.	Goa (Marmagoa)	-do-	-do-
6.	Maharashtra (Mumbai/JNPT)	-do-	-do-
7.	Karnataka (New Managalore)	-do-	-do-
8.	Kerala (Kochi)	-do-	-do-
9.	Tamil Nadu (Tuticorin/Chennai)	-do-	-do-
10.	Andhra Pradesh (Vizag)	-do-	-do-
11.	Orissa (Paradip)	-do-	-do-
12.	West Bengal (Haldia/Diamond Harbour)	-do-	-do-

Misutilisation of Funds

3360. SHRI SULTAN SALAHUDDIN OWAISI:
SHRI AKBOR ALI KHANDOKER:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the number of complaints received by his Ministry in regard to misutilisation and diversion of funds allocated to States under Jawahar Rozgar Yojana during the last three years, State-wise;

(b) the action taken on these complaints;

(c) whether Zila Parishads and District Rural Development Agencies are not keeping a watch on the activities of the Gram Pradhan or Sarpanches;

(d) if so, whether the Government propose to set up a committee of officers to look into the work being done under JRY; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA): (a) and (b) The complaints are immediately forwarded to the concerned State Governments for enquiry and taking appropriate corrective/remedial action wherever any irregularity is noticed. The number of complaints received by this Ministry in regard to misutilisation and diversion of funds allocated to States under Jawahar Rozgar Yojana during the last three years, State-wise are as under:

Year	Name of the State/UT	No. of complaints
1997-98	Bihar	01
1998-99	Bihar	06
	Rajasthan	01
	Madhya Pradesh	01
	Orissa	02
	Uttar Pradesh	01
1999-2000	Orissa	01
	Bihar	01

(c) The Centre has not received any specific complaint in this regard. As per JRY guidelines, the program was constantly monitored by the State Governments. Officers at the State Headquarters, District, Sub-division and Block level closely monitored all aspects of the program through visits to the work sites. The State Level-Coordination Committee for Rural Development in each State discussed and reviewed the progress of implementation of the rural development schemes, including JRY. Monitoring and Vigilance Committees had been set up at the State, district and block level in which elected representatives of the people had also been associated. Periodic review meetings with State Secretaries in charge of rural development and conferences of Project Directors of DRDAs were held to review the progress of implementation of the Scheme.

(d) and (e) Jawahar Rozgar Yojana has been restructured, streamlined and renamed as Jawahar Gram Samridhi Yojana (JGSY) w.e.f. 01.4.1999. The primary objective of JGSY is creation of need based infrastructure facilities in rural areas. Under the new programme also officers at the district, sub-division and block levels are required to monitor the programme through visits to work sites in the interior areas. The district authorities are authorised to seize the accounts of the Gram Panchayats till a proper enquiry is completed in case of misappropriation/misutilisation of JGSY funds.

Privatisation of Production Units

3361. SHRI ANNASHEB M.K. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to privatise six railway production units;

(b) if so, the details thereof;

(c) whether the Railway Mazdoor Union and other trade unions have given any representation against proposed privatisation; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. However a study is being conducted by Asian Institute of Transport Development, a non-railway organisation, on the subject of restructuring of Railway Production Units.

(c) and (d) Yes, Sir. A number of representations are received from various staff organisations expressing their view point on the issues including privatisation. Due consideration is given to these opinions while taking such decisions.

[Translation]

Vacant posts of RPF

3362. DR. BALIRAM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts lying vacant in various categories of Railway Protection Force (RPF) and group "C" and "D" categories in railways as on February 2000 and the time since when these posts are lying vacant;

(b) the steps taken to fill-up these vacancies so far; and

(c) the time by which these vacancies are likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Total number of vacancies in Group "C" and Group "D" in Railway Protection Force are 8624 and 112 respectively. These posts are lying vacant for the last few years except vacancies of Constables over Eastern Railway which are lying vacant since 1995 due to court cases pending in various High courts.

(b) and (c) Filling up the promotional and direct recruitment posts in RPF over Indian Railways is under process.

[English]

Selling of Wheat in South at unfair price

3363. DR. SANJAY PASWAN: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned 'FCI selling wheat in South at unfair price' appearing in the Economic Times dated December 16, 1999;

(b) if so, the reasons for which FCI is selling wheat to Southern States at rates which do not include transportation cost;

(c) whether the traders and millers from northern States have represented to the Government against the policy adopted by the FCI;

(d) if so, the details thereof and the loss incurred by the FCI due to the price war of wheat during the current year; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Yes, Sir.

(b) In order to liquidate surplus stocks of wheat in the Central Pool and to cut down carrying costs, the rates under the open Market Sale Scheme were revised downwards on 03.12.99. Only 25% of freight charges were added to the acquisition cost of each zone across the board.

(c) to (e) Yes, Sir. Representations have been received from the Roller Flour Millers Associations of U.P. and Haryana. As a result of the lowering of prices under the scheme, around 22.73 lakh tonnes of wheat could be disposed of from December, 1999 to February, 2000, thereby reducing carrying costs on this quantity. The losses incurred by FCI therefore are nominal.

Introduction of T.P.D.S.

3364. SHRI RAMSHETH THAKUR:

SHRI A. VENKATESH NAIK:

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

(a) whether the introduction of Targeted Public Distribution System by the Union Government has proved a curse rather than a boon to different sections of the people in many States particularly Karnataka and Maharashtra;

(b) if so, the facts in this regard;

(c) whether such a position is going to seriously affect and curtail the allocation of foodgrains to States thereby creating difficulties for large number of urban poor; and

(d) if so, the mechanism proposed to resolve the differences between the Centre and the States in the matter of estimates of persons below the poverty line?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) to (d) A well targeted and properly functioning Public Distribution System (PDS) is an important constituent of the strategy for poverty eradication. However, the PDS as it stood before June, 1997 was widely criticised for its failure to serve the population Below Poverty Line (BPL), its urban bias, negligible coverage in the States with the highest concentration of the rural poor and lack of transparent and accountable arrangements for delivery. The Targeted Public Distribution System (TPDS) with its focus on BPL population by assuring 10 kg of foodgrains per family per month at highly subsidised rates was introduced in June, 1997 after extensive and intensive deliberations with the State Governments. By fixing the allocation on the basis of annual average lifting during past 10 years for all States including Karnataka and Maharashtra, an attempt was made to balance the considerations of equity and efficiency. States having significantly higher BPL population got higher allocation. The allocation in the past did not bear any meaningful relationship with actual offtake.

Identification of BPL families at micro level is done by States and detailed guidelines were issued by Government of India for identification and issue of special ration cards before introduction of TPDS. The assured allocation for BPL families to the States is based on the estimates arrived at by Planning Commission using the methodology of Expert Group under Prof. Lakdawala.

Recently Advisory Council Meetings have been held on zonal basis wherein people's representatives in State Governments and authorities of Central government have discussed at length on issues relating to PDS including matters of estimates of BPL population and allocation of foodgrains for them. To make PDS better targeted for

the poor and needy, the Government of India has recently announced an increase in BPL allocation from 10 kg. to 20 kg. per family per month in the budget presented in Parliament for the year 2000-2001. The allocations for the Above Poverty Line population will continue subject to availability of foodgrains in the central pool and at economic cost entailing no subsidy.

[Translation]

**Complaints regarding corruption
in recruitments**

3365. SHRI RAMSHAKAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received several complaints regarding corruption in recruitment of employees by the Chairman of Railway Recruitment Board during 1998-99 and 1999-2000 so far;

(b) if so, the details thereof;

(c) the details of action taken by the Government on these complaints;

(d) whether a CBI probe is proposed to be conducted in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) During the period 21 signed complaints have been received, out of which 12 pertain to selections, conducted prior to the year 1998-99. On investigation, allegations in 8 cases were not substantiated. Another 6 complaints are under investigation with the department. Investigation in one case has been completed. Remaining 6 cases are with CBI for investigation.

(c) Departmental action against 2 delinquent Railway Officials has been initiated, in consultation with Central Vigilance Commission. In connection with recruitment made prior to 1998-99.

(d) and (e) Investigation in six cases, including those involving non-government officials also, is with CBI. All these cases however pertain to selections conducted prior to 1998-99.

[English]

Fund for Development in North-East

3366. SHRI SAMAR CHOUDHURY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the allocation to the North-East States for the Rural Development schemes has been reduced sharply which has affected the development of the economy of rural poor;

(b) if so, the reasons therefor; and

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

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) to (c) The allocation to the States, including North-East States, for the major schemes of rural development is on the basis of the plan allocation made by the Planning Commission and the guidelines of individual schemes. The allocation to the North-East States for these schemes since the year 1997-98 is as under:

Year	Amount (Rs. in Lakh)
1997-98	40702.60
1998-99	65125.07
1999-2000	55488.52
2000-2001	97600.00 (Provisional)

Kolkata Metro Rail System

3367 SHRI S.D.N.R. WADIYAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Metro Rail Transport Kolkata is not being managed effectively and required extra vigilance for upkeep and efficient maintenance and management;

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

(c) whether any possibility has been explored to introduce Metro Rail Transport System in Mumbai and Chennai; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Metro Railway, Calcutta is being managed effectively. Due vigilance is being observed for its upkeep and efficient management.

(c) and (d) The Railways have not explored any possibility for underground Metro Rail system in Chennai. However, the Metropolitan Transport Project (Railways)/Mumbai had, in 1975, identified a 27.41 km long Metro Rail system in Mumbai called "7th Corridor", from Kolaba to Kurla, with a spur to the Airport. The system included

an underground stretch of 19.01 km. The estimated cost of the project was Rs. 448.43 crore at 1974-75 price level. Due to constraint of resources, the proposal could not be followed up.

Railway Reform Commission

3368. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to set up Railway Reforms Commission;

(b) if so, the details thereof;

(c) the time by which the proposed Commission is likely to be set up;

(d) the details of the main recommendations made by previous Commission headed by P.D. Pandey and H.C. Sareen; and

(e) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The Hon'ble President in his address to the joint sitting of the Parliament on 25.10.99 has, *inter alia*, announced that "a Railway Reforms Commission will be set up to evolve a new resource mobilisation strategy, rationalise tariff, prioritise the project portfolio, and urgently fulfill the unmet needs of Railway Safety". The composition and detailed terms of reference of the proposed Commission are under consideration.

(d) and (e) The Railway Reforms Committee headed by Shri B.D. Pande and subsequently by Shri H.C. Sareen have submitted their report in 26 parts containing 2258 recommendations on different aspects of railway working. Main recommendations relate to Railway Organisation, Regrouping, Rolling Stock, Transportation, Finance, Security, Research & Development, Track and Signalling. Out of these, 1926 recommendations were accepted and implemented.

Construction of Nandyal-Yerraguntla Rail line

3369. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of Nandyal-Yerraguntla new broad gauge rail line under South Central Railway was done long back and updated before sanction;

(b) if so, whether the process of land acquisition has also been completed;

(c) if so, whether the Union Government are considering for the allocation of funds to take up the actual work of laying new line;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the time by which the work of above line is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The final location survey of Nandyal-Yerraguntla new line which was included in the Budget 1996-97, was completed during 1997.

(b) No, Sir.

(c) to (f) This is an approved work which has received the necessary clearances. The final location survey has been completed and plans and papers for land acquisition for 46 km. have been submitted to the State Govt. The work would be taken up after the land is made available by the State Government. An outlay of Rs. 2 crores has been proposed for the work in Budget 2000-2001.

Review of Solar Energy Programme

3370. SHRI SHIVAJI VITHALRAO KAMBLE: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the physical and financial target fixed by the Government for solar energy programme during the last three years;

(b) the achievements made so far;

(c) whether the Government have recently reviewed solar energy programme;

(d) if so, the details thereof;

(e) the details of fresh strategies evolved for harnessing abundant solar energy and developing upgrading appropriate technologies;

(f) the details of investments made and proposed to be made in R&D in solar segment;

(g) whether any joint ventures/international cooperation finalized/under consideration for promotion harnessing of solar energy for projects in various states and particularly in Maharashtra; and

(h) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) The physical and financial targets fixed by the Government for various solar energy programmes during the last three years and the achievements made so far are given in statement-I & II.

(c) to (e) The progress in the implementation of various solar energy programmes is reviewed every year and also while formulating the Five Year Plans. Based on the review and the resources available, guidelines for implementation of the programmes are formulated and circulated to all implementing agencies. Among the major changes made and new strategies evolved during the last few years for promoting the use of solar energy in the country are:

- (i) The subsidy on solar water heaters, solar cookers and other solar thermal devices was discontinued. Soft loan schemes have been introduced through the Indian Renewable Energy Development Agency and six banks to finance these devices.
- (ii) The solar photovoltaic programme has been expanded and procedures for implementation streamlined. A new scheme relating to grid connected power plants has been introduced.
- (iii) Quality improvement and standardisation have been given emphasis. Test facilities have been established for both solar thermal and photovoltaic products.
- (iv) In order to promote the use of solar water heating systems in urban areas, a model amendment to building bye-laws has been prepared and circulated to all State Governments; the model regulation seeks to make the installation of such systems mandatory in several types of the buildings.

(v) R&D and demonstration activities have been strengthened. Several new designs of solar cookers, cooking systems and photovoltaic products have been developed and are in different stages of demonstration and evaluation. Among the recent achievements is the installation of the world's largest solar cooking system at Taleti near Mt. Abu in Rajasthan.

(vi) A new scheme for providing soft loans to manufacturing projects aimed at reducing the cost of solar photovoltaic products has been started.

(f) An amount of Rs. 6.81 crores has been spent towards R&D related to solar energy programmes during the first three years of the Ninth Plan till 29th February 2000. The yearwise details of the expenditure made so far as follows:

Expenditure (Rs. in lakhs)			
	1997-98	1998-99	1999-2000
(i) Solar Thermal	13.40	29.00	27.71
(ii) Solar Photovoltaics	61.50	352.00	198.68

It is proposed to invest Rs. 3.00 crores in solar photovoltaic and Rs. 50 lakhs in solar thermal R & D during 2000-2001.

(g) and (h) Several projects and ventures involving international cooperation or funding have been taken up by different organizations in various States. Among the projects which have started recently or are under implementation are Lines of Credit from the World Bank, Asian Development Bank and KfW of Germany for supporting solar projects in India, an Indo-US project for installation of solar photovoltaic systems in a few villages in West Bengal, private sector projects financed under the Photovoltaic Market Transformation Initiative funded by the Global Environment Fund and solar manufacturing and marketing ventures in Haryana, Karnataka and Andhra Pradesh. In Maharashtra a photovoltaic module manufacturing unit has been established at Nasik based on technology from USA. Government have recently approved a project for the establishment of a 140 MW Integrated Solar Combined Cycle power plant at Mathania near Jodhpur in Rajasthan with part finance from the Global Environment Facility and KfW.

Statement-I

Physical targets fixed and achievements made during the last three years under solar energy programmes

S.No.	System	1997-98		1998-99		1999-2000	
		Target	Achievement	Target	Achievement	Target	Achievement*
1.	Solar Water Heater (sq.m)	35,000	40,000	40,000	40,000	40,00	30,000
2.	Solar Cooker (No.)	35,000	24,000	25,000	20,000	25,000	5,000
3.	Solar Lantern (No.)	60,000	46,808	60,000	43,573	60,000	49,376
4.	Home Lighting System (No.)	25,000	17,614	25,000	21,315	30,000	24,521
5.	Power Plants & other systems (kW)	100	123	100	206	425	340
6.	SPV Water Pumps (No.)	1000	528	Nil	377	500	308
7.	Solar Power Plants (Grid connected in kW)	300	300	200	200	200	100

*till 29.02.2000

Statement-II

Financial allocations (Revised Estimates) and achievements made during the last three years under solar energy programmes

(Rs. in crore)

S.No.	Programme	1997-98		1998-99		1999-2000	
		Allocation	Achievement	Allocation	Achievement	Allocation	Achievement*
1.	Solar Thermal	3.50	3.31	2.50	1.38	2.50	2.28
2.	Solar Photovoltaic	5.77	15.28	33.00	37.00	41.00	31.84
3.	SPV Water Pumping	0.40	0.05	7.50	0.05	7.00	6.62
4.	Solar Power (Grid connected)	1.90	1.90	2.10	2.65	5.25	3.26

*till 29.02.2000

Purchase of Supersonic Missiles from Russia

3371. SHRI VILAS MUTTEMWAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to acquire Russian Supersonic KH-31A anti-ship missiles for arming the Navy's Tupolev TU-142M long range anti submarine aircraft and some other surface to air missiles for high altitude areas;

(b) if so, whether any agreement in this regard has been signed;

(c) if so, the details thereof; and

(d) the extent to which the Army is likely to be strengthened as a result thereof?

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

(b) to (d) Do not arise.

Subsidise Wheat Export

3372. DR. MANDA JAGANNATH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government propose to subsidise wheat exports to make it competitive;

(b) if so, the extent of subsidy proposed to be given;

(c) whether open market import of wheat has stopped; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) and (b) Government is carrying excessive wheat stocks in relation to buffer norms. In view of normal wheat crop, liquidation of excessive stocks has become necessary. Export of wheat can be one way of liquidating stocks. Ruling prices of wheat in India being high as compared to international prices, the export potential is extremely bleak unless it is subsidised, the extent of which will vary from transaction to transaction depending upon the market conditions.

(c) and (d) The open market import of wheat has been checked as a result of the imposition of 50% duty on wheat imports.

[Translation]

Delivery of Palm Oil

3373. SHRI KIRIT SOMAIYA: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether various State Governments have refused to take the delivery of Palm Oil from the godowns of the Union Government;

(b) if so, the details thereof; and

(c) the losses suffered by the Union Government on this account during 1998-99;

(d) whether the Government have imported Palm Oil despite such an adverse situation; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) to (c) As a result of a consistent downward trend in the prices of edible oils in the international as well as domestic markets and the consequent availability of cheaper edible oils in the open market in the country, the lifting of allocated quantities of imported RBD Palmolein for Public Distribution System (PDS) by States/UTs have been low in the past months. An amount of Rs. 105 crores was paid to the State Trading Corporation of India, which is the sole canalising agency for Government imports, for reimbursement of losses in its trading operations during 1998-99 on Government account.

(d) and (e) To service, the PDS, the Government is importing edible oils in view of the (i) persistent gap between demand and domestic availability of edible oils and (ii) need to ensure availability of edible oils at affordable rates to the consumers.

[English]

Permission for Shooting

3374. SHRI P.D. ELANGO VAN: Will the Minister of RAILWAYS be pleased to state the income generated by the Railways (various divisions) by giving shooting permission for Film and serial makers/producers, for using the Railway property or getting time slots to shoot films in Stations etc.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH):

An amount of Rs. 53,63,082 has been generated during the financial year 1998-99 by the Zonal Railways by giving permission for shooting to film and serial producers.

[Translation]

Provision of Doctors at Newly Constructed Hospital

3375. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether a hospital was constructed by spending lakhs of rupees at Warianpur station under the Eastern Railway;

(b) if so, the reasons for not providing doctors and the staff for years together and as on date; and

(c) the steps taken by the Government to provide doctors and the staff at Wariapur?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) There is a lock-up Health Unit at Wariapur. A doctor from Jamalpur visits Wariapur Lock-up health unit once in a week.

[English]

Employment on Compassionate Grounds in Border Roads Organisation

3376. MAJ. GEN. (RETD.) B.C. KHANDURI: Will the Minister of DEFENCE be pleased to state:

(a) whether dependants of persons serving in the Border Roads Organisation (BRO) are entitled for employment on compassionate grounds in case of their deaths;

(b) whether the Government are aware that wives of such employees have been refused employment on the ground that BRO does not employ women;

(c) if so, the number of such cases pending with the BRO as on date;

(d) whether the Government are aware that both the Ministry of Surface Transport and the Defence have refused to accommodate such widows;

(e) whether BRO had offered to Army some time back to employ equal number of male members on Army's request in lieu of employing such widows;

(f) if so, the details thereof; and

(g) the reasons for BRO not being permitted to employ such widows at their Headquarters or at peace stations?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The dependants of deceased or medically boarded out employees of Border Roads Organisation (BRO) who are in indigent circumstances are eligible for appointment on compassionate grounds which can be made upto a maximum of 5% of vacancies falling under direct recruitment quota in any Group 'C' or 'D' posts.

(b) The General Reserve Engineer Force of BRO is modelled on army pattern and has been declared as an integral part of the Armed Forces and, therefore, there is a ban on appointment of females in BRO.

(c) As on date, 71 widows are on the waiting list for appointment on compassionate grounds.

(d) They are not eligible for appointment in the Ministry of Surface Transport and Defence.

(e) and (f) In order to mitigate the difficulties of such dependents, a mutual arrangement had been worked out between BRO and Army Headquarters by which two male dependents of army personnel are to be employed in BRO as against one female dependent of BRO personnel to be appointed in lower formations of the army. Army Headquarters have not refused appointment of female dependents of BRO personnel, but have not been releasing any vacancy since September 1996 obviously due to the limited number of vacancies available for appointment on compassionate grounds.

(g) There is a ban on appointment of females in BRO.

Tidal power project in Andhra Pradesh

3377. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government are considering a proposal for establishment of a "Tidal Power Project" in the Gulf of Kutch;

(b) if so, the details thereof;

(c) whether the Central Electricity Authority is associated with this power project;

(d) if so, whether any other sites have been located on the East Coast, particularly Andhra Pradesh; and

(e) if so, the details thereof?

THE MINISTER OF STATE FOR NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) to (c) Yes, Sir. A committee has been constituted under the Chairmanship of Shri D.V. Khara, Member Hydro, Central Electricity Authority on the 900 MW Kutch Tidal Power Project for estimating the present cost of the project. The documents on "Request for Qualifications" and "Request for Proposal" are under preparation to establish the feasibility of setting up such a project through private sector participation.

(d) and (e) Based on Techno-Economic Feasibility Report, a Detailed Project Report is being prepared for the establishing of a 3 MW Durgaduani Mini Tidal Power Project in Sunderbans area of West Bengal through the West Bengal Renewable Energy Development Agency. So far, no viable site has been located in Andhra Pradesh.

(Translation)

Replacement of Old Boeing of Alliance Air

3378. SHRI CHANDRAKANT KHAIRE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have received any request from the Alliance Air to introduce jumbo planes replacing the boeing planes on the 'Delhi Aurangabad' route;

(b) if so, the details thereof; and

(c) the time by which the Government are likely to take a decision in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) and (c) Do not arise.

(English)

Manufacturing of Jaguars by H.A.L.

3379. SHRI G.S. BASAVARAJ: Will the Minister of DEFENCE be pleased to state:

(a) whether Indian Air Force placed an order with Hindustan Aeronautics Ltd. for manufacturing of 17 Jaguar deep penetration strike aircraft;

(b) if so, the time by which they are likely to be ready;

(c) the tentative cost of each of the aircraft alongwith its specification;

(d) whether Model Testing of the Aircraft has been already done; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Government have issued orders for the purchase of 17 twin-seater Jaguar aircraft by Indian Air Force from M/s Hindustan Aeronautics Ltd. at a tentative cost of Rs. 67.89 crores per aircraft. The aircraft are likely to be delivered between 2001-2002 to 2004-2005.

(d) and (e) This is a proven aircraft in the IAF and does not need model testing.

Misuse of Concessional Passes

3380. SHRI NARESH PUGLIA:
SHRI RAMSHAKAL:
SHRIMATI SHYAMA SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that a large number of concessional passes issued by the Railways are being grossly misused;

(b) if so, whether a task force has been constituted by the Railways to review the plethora of concessions;

(c) if so, the details of the recommendations made by the task force; and

(d) the action taken by the Government on such recommendations to make the system foolproof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH):(a) There is no concept of 'concessional passes' on Railways.

(b) to (d) Do not arise.

Replacement of Old Aircraft

3381. SHRI A.F. GOLAM OSMANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Aircraft flying from Calcutta and Delhi to the North Eastern areas company-wise;

(b) whether any of them have crossed their normal longevity period; and

(c) if so, the steps that the Government have taken to replace the old aircraft by new one?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) As per normal airlines' practice

of not having dedicated aircraft for any route, aircraft in the fleet of Indian Airlines (56 aircraft), Jet Airways (25 aircraft), Sahara Airlines (9 aircraft) are deployed for operation in the North East also on interchangeable basis.

(b) and (c) No, Sir. None of the above type of aircraft has any fixed longevity period specified either by the manufacturer or the regulatory authority. However, these aircraft are being maintained in airworthy condition in accordance with checks/procedures prescribed by the manufacturers and the DGCA.

Categorisation of Air Routes by Indian Airlines

3382. SHRI SULTAN SALAHUDDIN OWAISI:
SHRI HARIBHAI CHAUDHARY:
SHRI RAMJIVAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines have categorised the air routes;

(b) if so, the details thereof;

(c) whether any guidelines have been formulated in regard to route dispersal between Indian Airlines, Private operators and taxi operators;

(d) if so, the details thereof;

(e) whether private operators and taxi operators are showing huge profits while Indian Airlines is incurring losses day by day;

(f) if so, the reasons therefor;

(g) whether steps taken by the Government to increase the passenger carriage have shown any encouraging results; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) Does not arise.

(c) and (d) There is no such separate guidelines for route dispersal between Indian Airlines, private airlines and air taxi operators. However, with a view to achieve better regulation of air transport services and taking into account the need for air transport services of different regions in the country, Route Dispersal Guidelines have been framed. These guidelines *inter alia* stipulate that all scheduled operators will deploy in the North-East, Jammu & Kashmir, Lakshadweep Islands and Andaman & Nicobar Islands (Category-II routes), at least 10% of their capacity deployed on Trunk Routes (Category-I routes), and 50% of the capacity provided on Category-I routes is to be deployed on routes other than Category-I and Category-II routes (Category-III routes).

(e) and (f) While profit/loss of private airlines is not available, Indian Airlines have started making profits since 1997-98, after incurring losses from 1989-90 onwards.

(g) and (h) The number of passengers carried on the domestic sector has been showing an upward trend since 1997 and has increased from 116.43 lakhs in 1997 to 122.30 lakhs in 1999.

[Translation]

Cases of IRCON in Courts

3383. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases against the Indian Railway Construction Company (IRCON) pending in various courts during the last three years and current year so far;

(b) the expenditure being incurred thereon;

(c) whether the Government have any scheme to avoid these expenses; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) A Statement is attached.

(c) and (d) The court cases are being reviewed on continuous basis. Necessary steps are being taken wherever possible, to avoid/reduce litigation. Staff grievances are addressed through regular quarterly meetings of the Staff Consultative Forum. Contract disputes are also, by and large, settled through arbitration.

Statement

Yearwise position of pending court cases and expenditure incurred for last three years and current year is as under:

Year	1997	1998	1999	2000
Number of pending cases (as on 1 st January)	134	130	138	146
Expenditure (Rs. in lacs)	11.32	11.27	12.35	3.55*

*figures upto 10.3.2000

[English]

Recommendations of Hashim Committee

3384. SHRI ANNASAHEB M.K. PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government have examined the recommendations of Hashim Committee set up by the Planning Commission; and

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

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) and (b) Yes, Sir. Based on the recommendations of the Hashim Committee, Government have restructured a number of programmes of this Ministry. In the place of erstwhile Self-Employment and allied programmes-Integrated Rural Development Programme (IRDP), Training of Rural Youth for Self Employment (TRYSEM), Development of Women and Children in Rural Areas (DWCRA), Supply of Improved Toolkits to Rural Artisans (SITRA), and Ganga Kalyan Yojana (GKY)- as well as Million Wells Scheme (MWS), a new programme viz. Swarnajayanti Gram Swarozgar Yojana (SGSY) has been launched from 1st April, 1999. The erstwhile programme of Jawahar Rozgar Yojana, (JRY) has been restructured and in its place Jawahar Gram Samridhi Yojana (JGSY) has been launched from 1st April, 1999. Likewise, Employment Assurance Scheme (EAS) has also been restructured with effect from 1st April 1999.

[Translation]

Electrification of Railway Routes

3385. DR. BALIRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Lucknow-Shahganj-Mau and Lucknow-Jaunpur-Varanasi railway routes have not been electrified so far;

(b) if so, the reasons therefor; and

(c) the time by which the said routes are likely to be electrified?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Constraint of resources and priority for other high density routes.

(c) The electrification of Zafrabad-Varanasi section has been included in Railway Budget 1999-2000, subject to requisite clearances. There is no proposal to electrify other sections on these routes in the near future.

[English]

Allocation of Edible Oils

3386. SHRI RAMSHEETH THAKUR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantum of edible oils allocated to various States during each of the last three years and the current year, State-wise and year-wise;

(b) whether the quantity allocated is inadequate to meet the demand of the States;

(c) if so, the details thereof;

(d) whether the requests have been received from various States to enhance their quota of edible oils;

(e) if so, the details thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD):(a) A statement showing State-wise allocation of imported edible oils for supply through the Public Distribution System (PDS) during the financial years 1996-97, 1997-98 and 1998-99 as well as during the current financial year 1999-2000 is enclosed.

(b) No such complaint has been received.

(c) Does not arise.

(d) to (f) No, Sir. Requests received so far from States/UTs for allocation in respect of the quarter April-June 2000, are either at par, or even less than earlier requests.

Statement
Allocation of Edible Oils

(Figures in tonnes)

Sl.No.	State/U.T.	1996-97	1997-98	1998-99	1999-2000
1	2	3	4	5	6
1.	Andhra Pradesh	49000	28000	56000	56700
2.	Arunachal Pradesh	Nil	Nil	Nil	Nil
3.	Assam	1000	Nil	Nil	Nil
4.	Bihar	700	300	800	Nil
5.	Goa	3200	3500	2000	2430
6.	Gujarat	40000	20000	2800	25400
7.	Haryana	Nil	Nil	400	200
8.	Himachal Pradesh	1400	1400	1300	2060
9.	Jammu & Kashmir	700	400	616	1262
10.	Karnataka	10000	10000	8000	13600
11.	Kerala	2000	Nil	Nil	Nil
12.	Madhya Pradesh	Nil	Nil	Nil	Nil
13.	Maharashtra	34000	30000	40231	41800
14.	Mainpur	2100	800	1600	5215
15.	Meghalaya	700	Nil	400	560
16.	Mizoram	1400	800	270	308
17.	Nagaland	2800	1600	2400	3740
18.	Orissa	7000	7300	9000	10000
19.	Punjab	Nil	Nil	Nil	Nil
20.	Rajasthan	350	Nil	2000	Nil
21.	Sikkim	770	880	1000	1720
22.	Tamil Nadu	7000	4000	5000	3950
23.	Tripura	700	Nil	200	660

1	2	3	4	5	6
24.	Uttar Pradesh	Nil	1700	5000	5000
25.	West Bengal	18500	20000	14000	28000
26.	A & N Islands	200	100	275	177
27.	Chandigarh	Nil	Nil	Nil	Nil
28.	D & N Haveli	560	320	500	808
29.	Daman & Diu	875	500	790	1561
30.	Delhi	3600	2104	6398	4950
31.	Lakshdweep	280	400	300	334
32.	Pondicherry	4000	2000	4000	6800
Total		192835	136104	190480	217233

Development of 100-Seater Transport Aircraft

3387. SHRI S.D.N.R. WADIYAR:
SHRI SATYAVRAT CHATURVEDI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to develop 100-seater transport aircraft for military and civilian use;

(b) if so, the details of the concrete proposals worked out in this regard; and

(c) the time by which the work on this project is likely to start?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. A joint team of engineers from Aeronautical Development Agency (ADA) and Hindustan Aeronautical Limited (HAL) have conducted a feasibility study for development of a 100 seater transport aircraft. This study is under further consideration.

(b) and (c) Work is likely to commence after consideration of feasibility report.

Extension of Runway of Begumpet Airport Hyderabad

3388. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the runway of the Rajiv Gandhi Airport at Begumpet Hyderabad is proposed to be extended towards the Cantonment area;

(b) if so, whether the authorities have served notices to the owners of houses for vacating the place;

(c) the time by which the runway is likely to be completed; and

(d) the expenditure likely to be incurred thereon?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) Airports Authority of India (AAI) has requested State Government for removal of identified obstructions in the eastern side of approach path so that the effective length of the runway is increased from 7760 ft. to 9080 ft. The extension of runway can be undertaken only after removal of obstructions.

Broad Gauge Line upto Pipavav Port

3389. DR. MANDA JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have entered into an agreement with Gujarat Pipavav Port Limited for a broad gauge link to the port; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The Government has entered into a Memorandum of Understanding (MOU) with M/s. Gujarat Pipavav Port Limited for forming an SPV (Special Purpose Vehicle) for Gauge Conversion of Surendranagar-Pipavav and a New Line extension to Pipavav Port. The SPV shall undertake the proposed project of implementing the Broad Gauge rail connectivity between Surendranagar and the Port of Pipavav. Tentative project cost is Rs. 270 Crores. (Rs. Two hundred & seventy Crores). Any cost over-run, over and above the project cost of Rs. 270 Crores, shall be on account of the SPV.

The project shall be funded in the following pattern:

66.67% of the Project Cost shall be funded through Equity.

33.33% of the Project Cost shall be funded through Debt.

Equity holding pattern:

- | | |
|--|-----|
| (i) Ministry of Railways & its PSUs | 50% |
| (ii) Gujarat Pipavav Port Limited & others : | 50% |

The amount already spent by the Indian Railways on the proposed Broad Gauge Rail connectivity will be reckoned towards the equity contribution of Ministry of Railways.

Opening of Goods Line for Passenger Traffic

3390. SHRI KIRIT SOMAIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any requests for use of goods line between Kurla and Mahul for passenger traffic as well; and

(b) if so, the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) A request was received from the Chembur Passenger Association for starting passenger services from Kurla to Mahul. The area served by the Kurla-Trombay Single Line is well catered to by the BEST bus services with a frequency of less than 7 minutes. Also, buses in the area provide connectivity not only to Kurla but also to places like Ghatkopar. Therefore, using Kurla-Mahul goods line for passenger services is not being considered by the Railways at present.

Catering Facilities in Trains

3391. SHRI P.D. ELANGO VAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether her Ministry has any new Schemes to improve catering facilities in trains/stations;

(b) if so, the details thereof;

(c) whether her Ministry also consider to open more shops, tea stalls, STD booths, kiosks etc. at Railway stations;

(d) if so, the details thereof; and

(e) the number of stations where the above said, passenger amenities have since been given on lease, division-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. In order to provide improved catering facilities to passengers, railway has decided to provide high quality food items through existing and new outlets at important/major stations. Other facilities include provision of modular stalls to improve presentation and service, improvement in packaging and serving of food in trains and progressive introduction of eco-friendly bio-degradable packaging material for service of food and beverages.

(c) and (d) Zonal railways review the requirements from time to time and provide additional facilities wherever justified considering the level of passenger traffic.

(e) Catering services are exclusively managed by private licensees at about 3050 stations and on 124 pairs of trains on all Indian Railways. In addition, about 30 stations are having departmentally as well as licensee managed catering units.

Division-wise information is not maintained in this regard.

Amendment in Sugar Control Order

3392. SHRI SUBODH MOHITE: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have amended the sugar control order to bring imported sugar on par with domestic produced sugar; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Yes, Sir. Government has amended Sugar (Control) Order, 1966 vide notification No. GSR 436 (E) dated 14.6.99 to bring the imported sugar within the purview of the said order. A copy of the said notification is enclosed as statement.

Statement

*Published in the Gazette of India Extraordinary part II
Section 3 sub-section(i)*

*Government of India
Ministry of Food and Consumer Affairs, Department
of Sugar and Edible Oils*

ORDER

New Delhi, the 14th June, 1999

G.S.R. 436 (E)/Ess. Com./Sugar-In exercise of the powers conferred by section 3 of the Essential Commodities Act, 1955 (10 of 1955), the Central Government hereby makes the following order further to amend the Sugar (Control) Order, 1966, namely:-

1. (1) This Order may be called the Sugar (Control) Amendment Order, 1999
- (2) It shall come into force on the date of its publication in the Official Gazette.
2. In the Sugar (Control) Order, 1966, (hereinafter referred to as the said Order), in clause 2, after sub-clause (aa), the following sub-clause shall be inserted, namely:-

“(aaa) ‘importer’ means a person engaged in the business of buying sugar from any country other than India and selling the same in India”
3. For clause 4 of the said Order, the following clause shall be substituted, namely:-

“4. Power to restrict sale, etc. of sugar by producers or importers.

The Central Government may direct that no producer or importer shall sell or agree to sell or otherwise dispose of, or deliver or agree to deliver any kind of sugar or remove any kind of sugar from the bounded godowns of the factory in which it is produced or from the warehouses of the importers except under and in accordance with a direction issued in writing by the Central Government:

Provided that this clause shall not affect the pledging of such sugar by any producer or importer in favour of any scheduled bank as defined in clause (e) of section 2 of the Reserve Bank of India Act, 1934 (2 of 1934) or any corresponding new bank constituted under section 3 of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970 (5 of 1970) and no such bank shall sell the sugar pledged to it except under and in accordance with a direction issued in writing by the Central Government.”

4. In Clauses, 5, 5A, 10, sub-clauses (a), (b) and (c) of clause 11 and clause 14 of the said Order, for the word “Producer” wherever it occurs, the words “producer or importer” shall be substituted.

Sd/-

(R.N. Das)

Joint Secretary to the Government of India
File No. 1-17/98-SPY.D.II

Note: The principal Order was published in the Gazette of India vide No. 912/ Ess. Comm./Sugar dated 10th June, 1966 and subsequently amended vide.....

1. GSR 1193/Ess.Com./Sugar dated 1.8.1966
2. GSR 1747/Ess.Com./Sugar dated 16.11.1967
3. GSR 1915/Ess.Com./Sugar dated 6.8.1969
4. GSR 621/Ess.Com./Sugar dated 8.4.1970
5. GSR 1266/Ess.Com./Sugar dated 7.9.1971
6. GSR 1380/Ess.Com./Sugar dated 17.9.1971
7. GSR 100/Ess.Com./Sugar dated 27.12.1971
8. GSR 387/Ess.Com./Sugar dated 22.8.1972
9. GSR 25/Ess.Com./Sugar dated 31.1.1974
10. GSR 596/Ess.Com./Sugar dated 30.8.1977

Subsidy on Palm Oil Plantations

3393. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

- (a) whether the Union Government encourages Palm Oil Plantations by extending subsidies;

(b) if so, the details of subsidy schemes and the quantum of subsidy provided;

(c) the area covered under Palm Oil presently;

(d) whether there is a proposal to extend the acreage under Palm Oil; and

(e) if so, the States selected where such enhancement of acreage under Palm Oil likely to be taken place?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) In order to encourage oil palm cultivation government is providing assistance to selected States under Centrally Sponsored Scheme, namely, Oil Palm Development Programme (OPDP).

(b) Components for which assistance is provided under OPDP and rate of assistance applicable therein are indicated below:

- (i) Assistance for Planting Material: 75% of cost with a ceiling of Rs. 5,400/- per ha, for entire land holding of the farmer.
- (ii) Assistance for Cultivation Cost: 50% of the cost during the gestation period of 4 years with a ceiling of Rs. 15,500/- per ha admissible upto 6 ha for individual farmer.
- (iii) Assistance for Drip Irrigation: 90% of the total cost subject to a maximum of Rs. 25,000 per ha for small & marginal, SC/ST and women farmers. 70% of the total cost subject to a maximum of Rs. 25,000 per ha for other farmers.
- (iv) Training, Extension & Publicity and Establishment & Staff are provided need based support.

Following new components have also been introduced under OPDP w.e.f. 08.02.2000.

- (i) Demonstrations: In blocks where new Oil Palm Plantations of 500 ha or above are being taken up on farmers' fields, one demonstration of 20-25 ha will be taken up with a view to

demonstrate to the farmers cultivation & management practices, plant protection measures and potential yield of Oil Palm.

- (ii) Assistance for diesel pumpsets: Assistance of 50% of the cost subject to a maximum of Rs. 8,000 for installation of diesel pump sets, at least to those farmers who take up 5 ha. And more of oil palm plantation.
- (iii) Development of Wasteland: 15% of the funds under OPDP are to be earmarked for taking up special projects aimed at bringing under Oil Palm the wasteland or low productivity land, owned by farmers or Government land allotted to the farmers. Major assistance for planting material, cultivation and drip irrigation would be made available under OPDP.

Cost on implementation of OPDP is shared on 75:25 basis between Centre & States, except for the component of drip irrigation under which sharing is on 90:10 basis between Government of India and concerned State Government. For components like training, testing of genotypes, etc. being implemented by ICAR entire funds will be provided by the Central Government.

Including Central share of Rs. 137.99 crores a total outlay of Rs. 179.65 crores has been approved for providing assistance under different components of OPDP during Ninth Five Year Plan.

(c) So far an area of 54,296 ha has been covered under Oil Palm.

(d) and (e) Implementing of OPDP has been approved during Ninth Plan for bringing additional area of 80000 ha under Oil Palm in the States of Andhra Pradesh, Karnataka, Tamil Nadu, Gujarat, Goa, Orissa, Tripura, Assam, Maharashtra, West Bengal & Kerala.

[Translation]

Using Light Aircraft as Taxi

3394. SHRI CHANDRAKANT KHAIRE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government propose to introduce light aircraft as taxi service for Aurangabad so as to connect the local areas and to attract the tourists;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) To encourage small aircraft (turbo-prop) operations to connect smaller cities, it has been decided to provide Aviation Turbine Fuel (ATF) to such aircraft at international prices and notify ATF as a "declared good" under the Central Sales Tax Act, 1956. Operation of services to any particular city is decided by the operators in their commercial judgement, subject to compliance with Route Dispersal Guidelines.

[English]

Renegotiation on aviation agreements with three Nations

3395. SHRI G.S. BASAVARAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have renegotiated its bilateral aviation with Austria, Uzbekistan and Romania;

(b) if so, the details thereof;

(c) whether the Indian delegation met the officials of the aeronautical authorities of Austria at Vienna on January 26 and 27, 2000; and

(d) if so, the agreements signed with the three nations along with the salient features of the same?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) Bilateral discussions on air service matters were held with Governments of Uzbekistan, Romania and Austria on 20-21st January, 26th January and 26-27 January, 2000 respectively. The designated airline of Uzbekistan has been permitted to utilise the unutilised entitlement of Indian carriers upto 850 seats per week for operation to Delhi under a commercial arrangement with Indian Airlines. They have also been allowed to operate services to two new stations namely Amritsar and Trivandrum. Reciprocally, Samrkand and Bukhara have been given as additional points of call to the designated Indian carrier. The operations to these stations will not exceed 420 seats per week initially. Reciprocally, the Indian carriers would also be entitled to operate an equal number of seats to any designated point of call in

Uzbekistan. The agreement with Romania provides for a reduction in the royalty payable for unilateral operations and permits the designated airline of Romania to operate to Delhi on stand-alone basis or in combination with Calcutta, as per its choice. The agreement with Austria provides for enhancing the air traffic rights for both sides from 690 seats per week to 5 services per week with 265 seater aircraft by Winter 2000-2001.

Rail Accidents

3396. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways accord highest priority to rail safety and safety measures;

(b) if so, the total major and minor rail accidents reported in the country during each of the last three years;

(c) the number out of them were due to human error and due to technical failure;

(d) whether the Government propose to appoint more skilled in railways and raise the standard of examinations for appointments;

(e) if so, the details thereof;

(f) whether during the last three-four years the number of employees have been appointed in railways in relaxation of rules and qualifications; and

(g) if so, the details of such employees and steps being taken by railways to discourage such tactics of appointments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) and (c) A Statement is attached.

(d) and (e) The method of filling up of the posts, recruitment qualification etc. are reviewed from time to time, keeping in view the technological developments. Recruitment to the category of Artisans, which was hitherto undertaken by Zonal Railways, will henceforth be done by the Railway Recruitment Boards.

(f) and (g) No instance of appointments made in relaxation of prescribed qualifications has come to notice.

Statement

Accident statistics are not being maintained as "Minor" or "Major" accidents. During the last three years, the number of consequential train accidents, the number out of them due to "human error" and number out of them due to "technical failure" were as follows:

Year	Number of Consequential accidents	Number of Consequential accidents due to failure of		Number of Consequential accidents due to technical failure
		Railway Staff	Persons other than railway staff	
1996-97	381	252	65	37
1997-98	396	262	67	38
1998-99	397	268	63	33

Cooperation between India and Indonesia

3397. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of India and Indonesia have signed a deal for cooperation in tourism sector;

(b) if so, the details thereof;

(c) the extent to which it is likely to be helpful in exploring avenues for further development of tourism in India;

(d) whether any concrete projects have been worked out; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir. A Memorandum of Understanding between the Government of the Republic of India and the Government of the Republic of Indonesia on cooperation in the field of tourism was signed on 8.2.2000 in New Delhi.

(b) The Memorandum of Understanding aims to:-

- (i) Increase tourist arrivals to both countries from world tourist generating market through the Republic of India and/or through the Republic of Indonesia;

(ii) Encourage a wider distribution of visitors to the various tourist destinations and attractions in each country;

(iii) Encourage visits of both nationals and residents to each country;

(iv) Encourage the healthy growth of the tourism industry in both countries.

(c) Memorandum of Understanding on cooperation in the field of tourism serve as an instrument for marketing and promoting tourism from a particular market. These broad based MOUs will facilitate promotional activities in several ways including launching marketing activities, exchange of travel trade delegations, export-import of publicity/promotional material, cultural exchanges, advertising, exchanging of know-how, facilitating investors, human resource development and exchange of faculty, etc. organising special promotional events, road shows, statistics and several other areas of cooperation for mutual benefits in the field of tourism. Moreover, such MOUs also help in strengthening relations and fostering deeper understanding between the two countries. Tourism always flourishes between friendly countries as tourists would like to travel to those countries with whom they share friendly relations. These MOUs can help directly or indirectly in promoting tourism between the two countries.

(d) and (e) There is a provision for establishment of a Working Group between the two countries for implementation of the MOU.

Penalty on Indian Travellers without Visa

3398. SHRI A. KRISHNASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian passengers on reaching airports of United States of America without visa become a burden to Air India and have to pay a fine of fifty thousand US dollars with the responsibility to send them back to India;

(b) if so, the details thereof alongwith the text of their Act that is applicable on such passengers;

(c) whether there is any proposal to enact a similar law in India also; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir. In cases where a passenger surreptitiously travels without visa the incoming/transporting carrier (airlines) is fined USD 3000 and the passenger is deported to the originating country by transporting carrier. 4 passengers in 1998-99 and 11 in 1999-2000 were found without visa and Air India had to pay a fine USD 45,000 at the rate of USD 3000 per passenger.

(b) to (d) A proposal is being formulated by the Government to impose monetary penalty of Rs. 1 lakh per passenger on the owners of any carrier which brings any passenger without valid documents into India.

Essential Commodities Act

3399. SHRI MEHBOOB ZAHEDI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the tenure of the Essential Commodities Act expired in June 1998;

(b) if so, the problems arising as a result of its expiry;

(c) whether the Government propose to enact this bill; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) No, Sir.

(b) to (d) Does not arise.

Prices of Palmolein, Groundnut and Sunflower Oil

3400. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the price of the Palmolein, Groundnut and sunflower oil has reached an all time low;

(b) if so, the details thereof;

(c) whether steep fall in the prices of Palmolein, Groundnut and Sunflower oil is expected to adversely affect the market for respective farm product; and

(d) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) The prices of palmolein and sunflower oil have been low to subdued due to easy availability and low prices of edible oils in the international market. For groundnut oil prices, the same is not applicable.

(c) and (d) The palmolein prices in the international market are subdued. This position is reflected in the prices of other oils in the domestic market.

Some of the corrective measures taken by the Government to improve the situation are:-

- (i) With effect from 30.11.1999, the import duty on refined oil has been raised from 16.5% to 27.5%.
- (ii) Import of crude oil has been subject to 'actual user' condition. The implication is that the importers not complying with the requirement of the actual user condition will have to pay custom duty at peak rate of 38.5%.
- (iii) Special Additional Duty @ 4% has also been imposed on import of refined oil and import of crude oils by other than actual users.
- (iv) The High Powered Price Monitoring Board (HPPMB) under the Chairmanship of the Cabinet Secretary has been constituted. The Board monitors the availability and prices of essential commodities, including edible oils on weekly basis and takes appropriate corrective action.

**Group 'B' officers working against
group 'A' posts**

3401. SHRI MANIBHAI RAMJIBHAI CHAUDHRI:
Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of Group 'B' Officers are working against Group 'A' posts in Indian Railways as on January 1, 2000;

(b) whether the number of Group 'B' Officers in Group 'A' is much less than the quota laid down for them;

(c) whether the Group 'B' Officers working on adhoc basis against Group 'A' posts are otherwise eligible for Group 'A' induction having completed regular 3 years service in Group 'B'; and

(d) if so, the reasons for not considering Group 'B' Officers for regularisation against the said posts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) In the exigencies of services, Railway Group 'B' officers are deputed to work against Senior Scale posts on ad hoc basis.

(b) to (d) The minimum qualifying service for Group 'B' officers to be considered for induction/regularisation in Group 'A' Junior Scale is 3 years regular service in Group 'B'. However, the actual number of Group 'B' who get inducted/regularised in Group 'A' Junior Scale, in consultation with the Union Public Service Commission, is dependent on the number of slots becoming available for such induction/regularisation in terms of Recruitment Rules.

**Linking of Districts with State Capital by
Single/Double Rail Line**

3402. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

(a) the names of districts of Andhra Pradesh particularly backward areas linked with the State capital by a single/double rail line till date;

(b) the names of districts not linked by rail with State Capital so far;

(c) whether there is any proposal in hand to link these districts with State capital; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Information is being collected and will be laid on the Table of the House.

Employment Assurance Scheme

3403. SHRI SAMAR CHOUDHURY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the wage rates for the employment to the rural unemployed have been given effect in the year of 1999-2000 and the Central share of fund placed under the food for work scheme;

(b) the number of unemployed benefited with number of mandays work upto January, 2000, State-wise; and

(c) the performance of the Government under this programme during the years of 1996-97, 1997-98 and 1998-1999?

THE MINISTER OF RURAL DEVELOPMENT AND MINISTER OF AGRICULTURE (SHRI SUNDAR LAL PATWA): (a) As per the guidelines of the Employment Assurance Scheme (EAS), minimum wages fixed by the State authorities and notified under Minimum Wages Act, should be paid. Distribution of foodgrains is not envisaged under EAS.

(b) A statement showing the number of mandays generated, State-wise, upto January, 2000 is enclosed as statement-I.

(c) A statement showing the achievement under EAS during the years of 1996-97, 1997-98 and 1998-99 is enclosed as statement-II.

Statement

Statement referred to part (b) of Lok Sabha unstarred question No.-3403 due for reply on 16-03-2000.

(Lakh Mandays)

Sl. No.	State/UTs	Month Code	Target Wage Employment Generated	Mandays			Generated		
				Total	SC	ST	Others	Women	Landless
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	12	301.60	122.38	47.33	23.86	51.19	39.49	38.86
2.	Arunachal Pradesh	1	7.47	20.33	0.00	20.33	0.00	6.76	0.00
3.	Assam	12	135.37	96.77	19.61	27.74	49.42	6.95	24.70
4.	Bihar	12	645.23	259.97	112.82	37.61	109.54	73.61	161.29
5.	Goa	1	0.49	0.97	0.00	0.00	0.97	0.42	0.00
6.	Gujarat	1	59.97	36.36	5.63	19.03	11.70	11.81	14.29
7.	Haryana	12	32.84	6.76	3.69	0.00	3.07	1.57	6.71
8.	Himachal Pradesh	12	16.47	16.48	6.73	2.34	7.41	0.78	0.00
9.	Jammu & Kashmir*	12	25.79	14.28	NR	NR	NR	NR	NR
10.	Karnataka	1	194.58	123.34	32.26	14.43	76.65	35.37	47.05
11.	Kerala	1	67.35	30.77	9.28	1.03	20.46	10.39	2.00
12.	Madhya Pradesh	12	418.69	145.26	36.31	56.68	52.27	50.96	47.28
13.	Maharashtra	1	571.53	129.88	33.62	29.72	66.54	46.93	45.36
14.	Manipur	8	7.86	4.45	0.05	3.86	0.54	2.25	1.11
15.	Meghalaya	11	9.79	6.10	0.00	6.10	0.00	3.12	1.06
16.	Mizoram	1	1.73	3.60	0.00	3.60	0.00	1.19	0.00
17.	Nagaland	NR	9.21	NR	NR	NR	NR	NR	NR
18.	Orissa	1	335.48	154.51	51.70	47.95	54.86	40.06	34.93
19.	Punjab	1	14.49	12.58	7.96	0.00	4.62	0.31	7.55
20.	Rajasthan	11	177.51	59.84	20.68	15.96	23.20	19.51	9.37
21.	Sikkim	10	2.15	1.69	0.50	0.61	0.58	0.50	0.13
22.	Tamil Nadu	12	227.29	83.68	35.97	2.98	44.74	28.71	80.32
23.	Tripura	1	16.90	12.88	2.85	6.41	3.62	3.86	6.10
24.	Uttar Pradesh	11	593.38	167.66	84.50	0.82	82.34	21.67	25.90
25.	West Bengal	11	214.88	64.32	23.85	9.59	30.88	12.87	40.82

1	2	3	4	5	6	7	8	9	10
26.	A & N Islands	1.	1.41	0.19	0.00	0.01	0.18	0.03	0.07
27.	D & N Haveli	NR	1.04	NR	NR	NR	NR	NR	NR
28.	Daman & Diu	12	0.04	0.00	0.00	0.00	0.00	0.00	0.00
29.	Lakshadweep	11	0.09	0.40	0.00	0.40	0.00	0.10	0.00
30.	Pondicherry	1	1.00	0.27	0.18	0.00	0.09	0.11	0.03
All-India			4091.63	1575.72	535.51	331.05	694.87	419.32	594.92

Nr- Not Reported

Statement -II

Statement referred to part (c) of Lok Sabha unstarred question No.-3403

Due for reply on 16-03-2000

(Rs. In lakhs)

SL. NO.	Name of the State/UT	1996-97 Expenditure	1997-98 Expenditure	1998-99 Expenditure	1996-97 Employment Generated (LAKH-MANDAYS)	1997-98 Employment Generated (LAKH-MANDAYS)	1998-99 Employment Generated (LAKH-MANDAYS)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	25509.86	29448.56	25245.32	437.35	488.26	370.67
2.	Arunachal Pradesh	2054.94	2586.93	2327.96	39.05	43.66	38.29
3.	Assam	8790.06	12756.22	8348.99	162.38	207.76	147.40
4.	Bihar	20868.18	29085.62	28469.20	324.49	420.45	400.89
5.	Goa	0.00	246.90	239.94	0.00	2.92	2.66
6.	Gujarat	7570.86	6608.27	6613.24	122.98	92.71	63.07
7.	Haryana	2447.56	2906.18	2704.38	24.10	20.18	18.02
8.	Himachal Pradesh	1161.23	2871.59	3048.81	13.44	35.65	35.45
9.	J & K	5318.68	9266.22	5163.92	91.64	132.17	69.37
10.	Karnataka	14307.22	16628.38	13482.60	314.18	349.41	292.41
11.	Kerala	2063.44	4371.43	5425.26	28.76	47.26	55.75
12.	Madhya Pradesh	24229.95	32326.96	32960.40	379.22	447.46	429.43
13.	Maharashtra	11876.27	14935.95	10961.56	309.72	363.24	205.62
14.	Manipur	1131.87	1047.01	1340.12	16.72	15.38	16.97
15.	Meghalaya	368.40	447.58	582.43	5.90	7.72	10.34

1	2	3	4	5	6	7	8
16.	Mizoram	1509.46	901.24	1161.29	32.26	17.88	19.56
17.	Nagaland	3159.48	4516.95	2123.65	72.65	104.54	51.59
18.	Orissa	19778.34	18865.57	17341.91	439.36	382.14	340.14
19.	Punjab	NR	1055.11	2969.16	NR	4.55	19.74
20.	Rajasthan	12609.31	14485.71	15277.09	212.65	250.06	209.61
21.	Sikkim	322.40	552.96	580.43	4.45	7.41	8.20
22.	Tamil Nadu	17014.19	29363.46	24449.66	468.42	558.28	457.09
23.	Tripura	1995.08	2904.92	2181.08	44.73	54.46	40.86
24.	Uttar Pradesh	19833.03	40665.55	58816.72	319.94	522.76	754.31
25.	West Bengal	11943.84	11467.13	10011.61	162.76	138.6	105.26
26.	A & N I.	25.23	13.64	32.77	0.32	0.14	0.45
27.	D & N H.	51.05	62.52	9.47	0.47	0.72	0.13
28.	Daman & Diu	0.98	21.64	1.14	0.02	0.37	0.03
29.	Lakshadweep	100.36	78.98	82.33	2.06	1.46	1.62
30.	Pondicherry	NR	7.71	24.14	NR	0.14	0.38
Total		216041.266	290496.89	281976.58	4030.022	4717.74	4165.31

NR-Not Reported

Eco-Tourism in Kerala

3404. SHRI KODIKUNNIL SURESH: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Kerala has submitted any proposal for getting financial assistance to provide 'Eco-Tourism in Kerala;

(b) if so, the details thereof and the places identified for the purpose; and

(c) the amount sanctioned by the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The Government of Kerala has sought Central Financial Assistance for the Integrated Development of Eco Friendly Floating Resort at Pathiramanal.

(b) and (c) Ministry of Tourism has prioritised the project for Rs. 100.00 Lakhs during the current financial year.

Anti Social Activities in Trains

3405. DR. C. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a security check of both passenger and luggage is proposed to be carried out in trains in order to prevent incidents of anti-social activities or carrying of inflammatory articles/arms in view of increasing incidents of fire and subversive activities;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) Maintenance of law and order on the Railways including running trains is the Constitutional responsibility of the State Governments. The State Authorities may carry

out such checks as are required to prevent such activities. However, the Railways have taken the following measures to prevent carriage of inflammable articles.

- (i) Carriage of inflammable articles in trains is prohibited and is an offence under the provisions of the Railways Act, 1989.
- (ii) Notice boards have been put up in passenger carrying coaches against carriage of inflammable articles.
- (iii) The railway personnel have been instructed to conduct frequent checks to prevent carriage of such articles.

[Translation]

**Construction of halts between Danapur
and Kiul section**

3406. SHRI RAJO SINGH: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government propose to construct halts in Danapur-Kiul section for providing facilities to the passengers of Karota and Dedgaon;
- (b) if so, the details thereof; and
- (c) the time by which the construction of halts are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Opening of a halt station at Derhgaon between Kusumbha and Kashichak stations on Danapur-Kiul section has been approved. The execution of the construction work will be undertaken after completion of the requisite formalities.

Tender for Haj pilgrims

3407. SHRI RAMDAS ATHAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether attention of the Government has been drawn towards the news-item captioned "Uddayan Adhikari Karoroan rupeye ke apharan ki tayyari mein" appearing in 'Navbharat Times' dated December 30, 1999;
- (b) if so, whether Government have probed this issue;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) For Haj charter operations-2000, the operator has been selected after inviting bids through a transparent system of global tendering. The bids were examined by the Haj Tender Committee comprising the Chairman & members of Central Haj Committee and representative of Ministry of External Affairs, Ministry of Civil Aviation, Directorate General of Civil Aviation and Air India. The aircraft of the selected party were technically evaluated by the technical experts of DGCA and Air India and were recommended for Haj operation as they met with the requisite air worthiness standards as stipulated by DGCA.

Survey for Budge Budge-Falta Rail Line

3408. SHRI SAMIK LAHIRI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the survey work of Budge Budge-Falta rail line has been started;
- (b) if so, the time by which the survey report is likely to be submitted; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) The survey has been completed.

(c) Does not arise.

Construction of Tanur-Guruvayur Rail Line

3409. SHRI G.M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

- (a) the progress made and the present position with respect to Tanur-Guruvayur railway line (Southern Railways); and
- (b) the steps taken to expedite the long pending project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The work was sanctioned as a doubling project in lieu of the doubling of Tanur-Shoranur section of Mangalore-Shoranur

line. Now the scope of doubling has been increased to cover Tanur-Shoranur also. As a result, this project now becomes a new line requiring all the requisite clearances. The survey report has accordingly been updated and is being finalised after which action would be taken to obtain the requisite clearances.

[Translation]

Construction of Godowns

3410. SHRI RAJO SINGH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Food Corporation of India has acquired land for construction of godowns in Shekhpura, Lakhisarai, Begusarai and Jamui district of Bihar;

(b) if so, whether the construction work of godowns has been started;

(c) if not, the reasons therefor; and

(d) the time by which the construction work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) No, Sir.

(b) to (d) Question does not arise.

[English]

Development of Hampi as heritage Centre

3411. SHRI G. PUTTA SWAMY GOWDA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government have decided to implement a special scheme for developing Hampi as a global heritage centre with the help of foreign aid;

(b) if so, the names of the countries which have come forward to offer foreign aid; and

(c) the amount of foreign aid expected from these countries?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) As per the information provided by the Government of Karnataka the State Government, on the advice of UNESCO, is required to formulate a comprehensive plan for the

balanced development of Hampi, in view of its tourism potential. Further action in this regard lies entirely with the State Government.

[Translation]

Procurement of Paddy

3412. SHRI KUNWAR AKHILESH SINGH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantum of paddy procured and sold in the open market during the year 1994-95;

(b) whether the Food Corporation of India and the senior officers of the Department of Food, Government of India gave away 20% of the total paddy to the traders free of cost in this deal;

(c) if so, the total losses suffered by the Food Corporation of India in this process; and

(d) the punitive action taken by the Government against the guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) In 1994-95, a total quantity of 81.74 lakh MTs of paddy was procured and out of this, a quantity of 22.63 lakh MTs was sold in the open market.

(b) and (c) No, Sir. The paddy stocks sold in the open market were issued to the private traders on actual weight basis. These paddy stocks were stored in the rice mills premises in joint custody. FCI has filed arbitration cases against 431 millers for a claim of Rs. 242.98 crores for loss of paddy on account of misappropriation.

(d) 1 Category I officer of FCI has been dismissed from service and 13 Category II and III officers/officials have been awarded major/minor penalties on their involvement having been established. More cases are under various stages of enquiry/action. Also, CBI has initiated a preliminary enquiry into the alleged misconduct on the sale of paddy in 1994-95.

Loss Making Airports

3413. SHRI RAMSHAKAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the loss making airports in the country, State-wise;

(b) whether Government propose to handover these airports to the State Governments and private companies; and

(c) if so, the time by which the decision is likely to be taken in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The details of loss-making airports, State-wise during 1998-99 is as under:—

Andaman and Nicobar—Port Blair;

Andhra Pradesh—Rajamundry, Cuddapah, Donakonda, Hyderabad, Tirupati, Vijayawada, Visakhapatnam;

Arunachal Pradesh—Passighat, Tezu, Zero;

Assam—Dibrugarh, Guwahati, Jorhat, Lilabari, Rupsi, Silchar, Tezpur;

Bihar—Gaya, Jamshedpur, Patna, Ranchi;

Chandigarh—Chandigarh;

Delhi—Safdarjung;

Gujarat—Ahmedabad, Bhavnagar, Jamnagar, Kandla, Keshod, Porbandar, Rajkot, Vadodara;

Himachal Pradesh—Kangra, Kullu, Shimla;

Jammu and Kashmir—Jammu, Leh, Srinagar;

Karnataka—Belgaum, Hubli, Mangalore;

Kerala—Calicut, Trivandrum;

Lakshdweep—Agatti;

Madhya Pradesh—Bhopal, Gwalior, Indore, Jabalpur, Khajuraho, Raipur;

Maharashtra—Aurangabad, Nagpur;

Manipur—Imphal;

Meghalaya—Shillong;

Mizoram—Lengpui (Aizwal);

Nagaland—Dimapur;

Orissa—Bhubaneshwar;

Pondicherry—Pondicherry;

Punjab—Amritsar;

Rajasthan—Jaipur, Jaisalmer, Jodhpur, Kota, Nal (Bikaner) Udaipur;

Tamil Nadu—Coimbatore, Madurai, Salem, Trichy, Tuticorin, Vellore;

Tripura—Agartala, Kailashahar, Kamalpur, Khowai;

Uttar Pradesh—Agra, Dehradun, Gorakhpur, Kanpur, (Chakeri), Lucknow, Pant Nagar, Varanasi;

West Bengal—Bagdogra, Balurghat, Behala, Malda and Cooch-Bihar.

(b) and (c) No, Sir. Airports Authority of India has proposed to the State Governments to take over only non-operational airports for development and to operationalise them for aviation related activities.

[English]

Anti-Collision Device

3414. SHRI VILAS MUTTEMWAR:

SHRI SURESH RAMRAO JADHAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to introduce satellite controlled 'anti-collision devices' on all important routes in the country to prevent accidents;

(b) if so, the details thereof; and

(c) the routes on which the anti-collision devices likely to be introduced during the first phase?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Indian Railways have proposed to try the recently developed "Anti-Collision Device" (ACD) by Konkan Railway Corporation through a pilot project. In the first instance, it is proposed to introduce this pilot project on North East Frontier Railway and based on the performance evaluation of this pilot project, the use of this device on other important routes will be considered.

Duty Roster for C.S.B.Os. in A.H.Qs.

3415. SHRI M.V.V.S. MURTHI: Will the Minister of DEFENCE be pleased to state:

(a) the number of CSBOs working in Army Headquarters Telephone Exchanges as on date;

(b) whether every CSBO has been given a permanent duty of morning/afternoon/day/night;

(c) if so, since when this arrangement has been going on;

(d) whether there is any move for discontinuance of this arrangement and putting each CSBO in rotational duty on daily basis;

(e) if so, the reasons and the justification thereof; and

(f) the steps taken to ensure that the arrangement of rotational duty is stopped forthwith?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES):

At present 94 CSBOs are employed in the Army HQrs Telephone Exchange. Every CSBO has been given a permanent duty of morning/afternoon/day/night. The present arrangement has been going on for about two decades. The Signals Directorate (AHQ), is however, considering discontinuance of this arrangement and putting each CSBO in rotation duty, on daily basis.

2. The reasons and justifications thereof are as follows:-

(a) The existing arrangement is no longer viable due to reduction in combatant exchange operators after the Army Static Establishment Committee (ASEC) review, in 1997.

(b) There are a number of absentees during the evening and night shifts and during holidays. Further, the authorisation of CSBOs per shift is worked out as follows as per ASEC recommendations:-

(i) Total number of positions to be manned including supervisory position	42
(ii) Number of CSBOs required per shift	26
(iii) Number of Combatants per shift	16
(iv) Average Availability of CSBOs:-	
(aa) Average present availability during day time	20
(ab) Average present availability during afternoon	23

(ac) Average present availability during night 10

(ad) Average availability on Saturday, Sunday and 07 Holidays

By following rotational duty system, there will be increased availability of CSBOs/Shift (24/25 CSBOs per shift) which will facilitate better functioning of the EPABX.

(c) This is an operational matter to ensure optimum communication support.

3. However, the proposed rotation duty system is to be implemented by AHQ only after further deliberations with CSBOs.

Imported Sugar put under Levy Norms

3416. SHRI KRISHNAMRAJU: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Imported sugar put under levy norms" appearing in the *Pioneer* dated February 18, 2000;

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

(c) the impact in terms of enhancement of the availability of levy sugar on farmers, sugar mills and public distribution; and

(d) the steps taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Yes, Sir. The Government has issued orders dated 17.02.2000 enabling the Government to impose 30% levy obligation on importers of sugar.

(c) and (d) Orders to requisition levy from importers of sugar have not been issued, as yet.

[Translation]

Grievances Redressal Cells

3417. SHRI RAJO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether grievances redressal cells are functioning in the Ministry and the zonal headquarters to look into the problems of rail passengers;

(b) if so, the detailed functions thereof;

(c) whether these cells have taken any action to redress grievances of rail passengers during 1999-2000; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes Sir, a well established Public Grievances Redressal Machinery does exist on Zonal Railways as well as in the Ministry of Railways. The Public Grievances Redressal Machinery on the Railways functions in 3 tier system, i.e. at Railway Board, Zonal Railway, and at Divisional level.

(i) At the Railway Board's level, Executive Director, Public Grievances is the overall in-charge of the Public Grievances Redressal Machinery available on Indian Railways. He/She also co-ordinates with other Ministries/Departments of Government of India in this regard.

(ii) At Zonal Railway's the Additional General Managers function as Directors of Public Grievances and co-ordinate the work of redressal of public grievances.

(iii) At Divisional level, the Additional Divisional Railway Managers have been nominated as Public Grievances Redressal Officers, who hold periodical meetings with divisional branch officers and Station Managers.

Besides, the Station Managers have been made personally responsible for on the spot redressal of public grievances. Public Grievances Booths/May I Help You Booths have been functioning at important stations. Complaint books are available with Station Managers, Guard of trains, Manager of Pantry Cars and in refreshment rooms for lodging their complaint/suggestions by Rail users.

(c) and (d) Yes, Sir, these Cells have taken positive action to redress the public grievances in a fair, just and sympathetic manner in minimum possible time. Targets have been fixed for redressal of grievances received through various channels and every effort is made to redress the grievances within the target time prescribed for redressal of these grievances.

[English]

Stay of Crew Members of Air India

3418. SHRI NARESH PUGLIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Centaur Hotel in Delhi is run by the Hotel Corporation of India and is a subsidiary of Air India;

(b) if so, whether it has come to the notice of the Government that the Air India flight crew members do not stay in this Hotel and prefer to stay in the Intercontinental Hotel and the Ashoka Hotel;

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

(d) whether Air India has booked some rooms permanently in the Intercontinental Hotel and Ashoka Hotel;

(e) if so, the details thereof and the amount paid to each of these hotels by Air India per month;

(f) whether passengers of cancelled and delayed Air India flights are stayed at Centaur Hotel; and

(g) if so, the measures taken by the Government to ensure that Air India flight crew members stay in the Centaur Hotel only?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) and (c) In 1993, the 8747 sets of Air India's crew had moved out of Centaur Hotel, Delhi due to deteriorating conditions. The Airbus sets have been staying. Presently, one set of Airbus 310 crew is staying four days a week based on the pattern of the crew layover.

(d) and (e) Air India occupies approximately 60 rooms per day in Ashoka Hotel for accommodating Cabin Crew operating 747 flights. Air India has also signed a contract with Inter-Continental Hotel for a period of one year from 01 December, 1999 to 30 November, 2000 for a guaranteed booking of 15 rooms for operating crew. The number of rooms booked varies every year as per the pattern of operation. The details of amount paid to each of these hotels by Air India per month are:-

Hotel Intercontinental for operating crew- Rs. 23 lacs

Hotel Ashoka for Cabin Crew- Rs. 90 lacs

(f) and (g) Yes, Sir. Since HCL is subsidiary of Air India, the passengers of cancelled and delayed flights are put up at Centaur Hotel as first preference. With the initiation of several steps to improve the infrastructure and facilities including renovation of 100 rooms at Centaur Hotel, Delhi, HCL is in dialogue with Air India to shift the crew back to Centaur Hotel.

Convention of Voluntary Organisations and Activists

3419. SHRI VILAS MUTTEMWAR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Convention of Voluntary Consumer Organisations and Activists was held on November 1 and 2, 1999 at Vigyan Bhavan in Delhi;

(b) if so, the main agenda discussed in the Convention;

(c) whether all the recommendations made in the Convention have been considered by the Government; and

(d) if so, the steps being taken to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) Yes, Sir. The Consumer Coordination Council, New Delhi had organized a convention at Vigyan Bhavan, New Delhi on 1st and 2nd November, 1999.

(b) Various issues relating to "Consumer Movement towards the New Millennium" were discussed in the convention.

(c) and (d) Resolutions were made on the following broad topics:-

1. Economic Liberalisation and its impact on Consumers
2. Good Governance and Citizen's Charter
3. Consumer Policy, Consumer Laws and Redressal Mechanisms
4. Social and Political Changes
5. Call for total ban on all forms of tobacco advertising sponsorship

The resolutions deal with topics covering wide areas involving various agencies. These are being examined.

Pending Railway Projects

3420. SHRI G. GANGA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether many railway projects of South Central Railway are pending;

(b) if so, the details thereof;

(c) whether Government propose to increase allocation for expediting these projects;

(d) if so, the details thereof;

(e) the present status of on-going projects under South Central Railway alongwith expenditure incurred thereon so far; and

(f) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) The Railway Projects in South Central Railway which are included in the budget and on which physical work has not yet started are:

1. Kakinada-Kotapalli Restoration New Line project.
2. Kakinada-Pithapuram New Line project.
3. Dharmavaram-Pakala Gauge Conversion project.

The work on these projects can be started only after obtaining the requisite clearances, for which action has already been initiated.

However, allocation for these projects are proposed to be increased as per details given below:-

S.No.	Projects	Allocation for 1999-2000	Allocation proposed for 2000-2001
1.	Kakinada-Kotipalli New Line	Rs. 10,000	Rs. 1,00,00,000
2.	Kaikinada-Pithapuram New Line	Rs. 10,000	Rs. 10,00,000
3.	Dharmavaram-Pakaia Gauge Conversion.	Rs. 1,000	Rs. 10,00,000

(e) and (f) Details of on-going projects of South Central Railway along with their estimated cost, project wise, expenditure incurred up to March, 2000, proposed outlay for 2000-2001, along with the current status are given in statement. Targets are fixed on yearly basis

depending upon overall availability of resources. Tentative targets have been indicated against each project wherever fixed. These projects will be progressed to completion as per availability of resources in the coming years.

Statement

S. No.	Project	Cost	Expenditure up to 31.03.2000	Budget Outlay for 2000-2001	Remarks
(Amounts in Crores of Rupees)					
1	2	3	4	5	6
New Lines					
1.	Kotapalli-Narsapur	330.00	0.00	1.00	New work included in the Budget. Final location survey is being taken up.
2.	Gadwal-Raichur	100.41	4.22	5.00	Necessary clearances have been obtained. Final location survey, land acquisition are being taken up. Work will be taken up once land becomes available.
3.	Gulbarga-Bidar	242.42	1.70	2.10	Necessary clearances have been obtained. Final location survey, land acquisition has been taken up. Work will be taken up once land becomes available.
4.	Hubli-Ankola	991.91	6.42	6.00	Final location survey has been completed for 152 km and balance will be completed June 2000. Land acquisition plans for 86 km length have been submitted to the State Govt. Work would be started as soon as land becomes available.
5.	Kakinada-Kotapalli	50.89	0.00	1.00	Necessary clearances are yet to be obtained. State Govt. has to handover the land free of cost in lieu of the land released by dismantled line which has been heavily built upon by them.
6.	Kakinda-Pithapuram	41.66	0.00	0.10	New project included in the Budget of 1999-2000. The work will be taken up after obtaining the requisite clearances.
7.	Macherla-Nalgonda	125.09	1.70	0.10	Necessary clearances have been obtained. Final location survey and land acquisition are being taken up. Work will be taken up once land becomes available.
8.	Munirabad-Mehboobnagar	438.96	4.36	4.00	Final Location Survey has been completed. Land acquisition plans for 26 km have been submitted to state govt. Work will be taken up once the land becomes available.

1	2	3	4	5	6
9.	Nandyal-Yerraguntla	164.36	2.87	2.00	Final location survey has been completed & preparation of land acquisition plans and papers for first 23 km has been submitted to State Govt. The work would be started once the land becomes available. Soil investigations of Pennar Bridge (38x18.3m) have been completed and tenders for construction of bridges are being invited.
10.	Peddapilly-Karimnagar-Nizamabad	264.14	39.24	20.00	The work is being done in two phases. In the first phase Peddapally to Karimnagar has been taken up. Earth work and Bridges are in progress. Work on phase-I is making good progress and would be completed in 1999-2000. Final location survey for second phase between Karimnagar and Nizamabad has been completed.
GAUGE CONVERSION					
1.	Akola-Purna	228.00	0.00	10.00	New work included in the Budget. Final location survey is being taken up.
2.	Dharmavaram-Pakala	251.22	0.00	0.10	The work would be taken up after the requisite clearances have been obtained.
3.	Guntur-Guntakal & Guntakal-Kalluru	460.97	438.28	10.50	Guntur to Guntakal completed. Guntakal-Kalluru is yet to be taken up. Now with the sanction of Dharmavaram-Pakala, for which CCEA clearance is yet to be obtained, gauge conversion of Guntakal-Pakala would be done in one phase. Work is in good progress.
4.	Hospet-Hubli-Goa	569.46	528.44	1.00	The work has been completed.
5.	Katpadi-Pakala-Tirupati	173.50	25.14	12.00	Out of 19 major bridges, 15 have been completed and 4 are in progress. Earthwork and ballast supply is also in progress in the entire section. Work is proceeding well and will be completed in the coming years as per availability of resources.
6.	Mudkhed-Adilabad	117.96	7.75	2.00	The work is in progress under BOLT. The requisite concessions in contract term have been given and funds are being tied up by him. The work is expected to be completed in the year 2000-2001.
7	Secunderabad-Dronachilam	343.73	332.59	5.00	The GC work has been completed. Financial adjustment are being made.

1	2	3	4	5	6
8.	Secunderabad-Mudkhed & Jankhampet-Bodhan	287.83	17.52	20.00	The work has been taken up in first phase from Mudkhed-Nizamabad (96 Km). Earthwork, ballast procurement and minor bridges are in progress. This phase will be completed in coming years subject to availability of resources.
9.	Solapur-Gadag	265.77	120.09	10.00	The work is being done in phases. The work Solapur-Hotgi and Hotgi to Bijapur has been completed. Work is in progress on rest of section which will be completed in the coming years depending upon availability of resources.
DOUBLING					
1.	Gooty-Renigunta Sec. Doubling of Balapalle-Pullampet sec.	48.00	0.00	1.00	New work included in the Budget. Final location survey is being taken up.
2.	Gudur-Renigunta	142.55	15.60	17.00	Tenders for earthwork, minor bridges for 4 block sections, two from Gudur and two from Renigunta end are under finalisation. Work will be taken up shortly. 25 km are expected to be completed in 2000-2001.
3.	Hospet-Guntakal (Gauge-Conv.)	154.14	17.58	1.00	Final location survey has been completed & estimate has been sanctioned. Tenders for Earth work, minor bridges and ballast are under finalisation. Work will be taken up shortly. Target date not yet fixed.
4.	Vijaywada-Krishna Canal 3rd line	44.31	17.43	14.00	The estimate has been sanctioned. The third line is proposed between Krishna Canal and Vijayawada by providing a second track on the substructure over Krishna for which superstructure tender are under finalisation. Tenders for earthwork and other major bridges are under finalisation.
5.	Vikarabad-Tandur (Wadi Sacunderabad Section)	90.56	82.18	1.00	The work has been completed and commissioned.
ELECTRIFICATION					
1.	Renigunta-Guntakal-Hospet	291.90	4.26	20.34	This work frozen earlier has been defrozen in November, 1998. Preliminary works have been taken up. Target date of completion is March, 2004.

Dismissal of CMD of Hotel Corporation of India

3421. SHRI PAWAN KUMAR BANSAL:
SHRI PRABHU NATH SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Chairman and Managing Director (CMD) of Hotel Corporation of India was dismissed from service two years back;

(b) if so, the grounds on which he was dismissed from service and the course adopted by him against the order and the outcome thereof;

(c) whether he has since been reinstated; and

(d) if so, the grounds therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The then Managing Director of the Hotel Corporation of India Limited (HCIL) was removed with effect from 2.9.1999 from service by the competent disciplinary authority on the charge of misuses of his official position during September, 1997 by providing free air-tickets and free board and lodging in the Centaur Hotel, Juhu Beach, Mumbai to an officer in the National Commission for SCs & STs who was dealing with the cases of HCIL, with a view to influencing him in the official discharge of his duties. The order of removal was challenged by the former Managing Director in the High Court of Mumbai which was subsequently withdrawn.

(c) and (d) On a representation from the then Managing Director in October 1999, the matter was reviewed by the competent authority who directed that since the penalty imposed on the then Managing Director was disproportionate to the gravity of his misconduct, the ends of justice would be met if major penalty of reduction of his pay to a lower stage was imposed on him. Accordingly, the penalty of reducing his basic pay to Rs. 10,000/- per month in the scale of pay of Rs. 10000-400-12000 was imposed on him in modification of the earlier orders of removal, on 2.2.2000.

Adulteration in Loose Tea

3422. SHRI MOHAN RAWALE: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Consumer Grievance Committee of India has found that loose tea sold is grossly adulterated in many cases;

(b) if so, the details thereof and the number of such cases noticed during the last three years; and

(c) the steps to ensure that consumers get good quality of loose tea?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) The Consumer Guidance Society of India, Mumbai conducted a small survey on loose tea being sold in the market. According to them out of 25 samples of loose tea tested, 17 samples were found not to be conforming to the standards laid down under Prevention of Food Adulteration Rules, 1955.

(c) The States/UT Government have been requested to keep a vigil on the quality of tea sold in the market in their State.

Various steps taken by Government/Tea Board to ensure quality of tea are stated below:

- (i) Under the Prevention of Food Adulteration Act, 1954, Directorate of Health Services of the State Governments have been empowered to detect the activities of adulteration of Food including tea and to take actions which are necessary for prevention of such adulteration.
- (ii) The Tea Board from time to time requests the producers' associations to advise their member gardens to ensure that their product is in total conformity with the specifications laid down for tea in the Prevention of Food Adulteration Act and the Rules.
- (iii) The Tea Board has also issued instructions of the Tea Brokers attached to various auction centers in India to ensure that the tea sold in auction is in total conformity with the specifications laid down for tea in the Prevention of Food Adulteration Act and Rules.
- (iv) The Tea Board is effectively monitoring the different provisions of the Tea Waste (Control) Order, 1959 to prevent sale of tea waste as tea.

[Translation]

National Conference on Co-Operative Sugar Mills

3423. SHRI RAJ NARAIN PASSI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether he had attended the 40th Annual General meeting of National Confederation of Co-operative Sugar Mills held in December, 1999;

(b) if so, the details of discussions and memorandum received by him from the sugar mills authorities and the assurances given by him in the meeting;

(c) whether assurances have since been implemented; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) Yes, Sir.

(b) to (d) In his Presidential Address at the 40th Annual Meeting of General Body of the National Federation of Cooperative Sugar Factories on 25.12.99, Shri Shivajirao G. Patil requested, inter-alia, to increase the import duty on imports of sugar, impose levy obligation on importers of sugar, not to remove the present distance criterion for setting up of new sugar units, make freesale releases on pro-rata to stock basis, and acceptance of the major recommendations of the Mahajan Committee etc. The Minister assured that their demands of increasing import duty on imports of sugar and imposing levy obligation on importers of sugar is receiving the attention of the Government. He also assured that the Government would take decision on the recommendations of the Mahajan Committee in a time bound manner etc.

As regards fulfilling the above assurances, the Government has since increased the import duty to 60% with effect from 9.2.2000 and has issued orders dated 17.02.2000 enabling the Government to impose 30% levy obligation on importers of sugar. At present, there is no proposal to remove the present distance criterion of 15 Kms for setting up of new sugar units. So far as the Mahajan Committee's recommendations are concerned, the Government has taken decision on many recommendations while others are under active consideration of the Government.

Closing of monitoring cell

3424. SHRI JAWAHAR LAL JAISWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a special monitoring cell under the Minister of Railways started in 1997 has been permanently closed down;

(b) if so, the reasons therefor;

(c) the number of complaints/suggestions received from public during the existence of the above cell; and

(d) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. In fact these cells have been further strengthened by providing modern inputs like computers and E-mail facility.

(c) and (d) The number of complaints/suggestions received so far is about 3,000. These are examined and remedial measures are taken whenever considered necessary. Action is also taken against the staff found guilty.

[English]

Laying of Rail tracks

3425. SHRI MOINUL HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have signed a Memorandum of Understanding with industrial houses for undertaking the task of laying of rail tracks in the country;

(b) if so, the details thereof; and

(c) the length of such tracks and the amount proposed to be invested for laying of tracks both by the Government and the private participants?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. The Government has signed the following two Memoranda of Understanding (MOUs) for undertaking Railway projects.

(i) MOU with M/s. Gujarat Pipavav Port Limited for forming a Special Purpose Vehicle (SPV) for execution of gauge Conversion of Surendranagar—Pipavav/New Line extension to Pipavav Port. Total length of this BG link is approx. 265 Kms. including laying of New line of 14 Kms. from Rajula city. Tentative project cost is Rs. 270 Crores. (Rs. Two hundred & seventy Crores). The Debt-equity ratio of the project is 1:2 with the Ministry of Railways and Gujarat Pipavav Private Ltd. Holding 50% equity each.

(ii) An MOU was signed with Government of Madhya Pradesh, Steel Authority of India Limited and National Mineral Development Corporation, in April 1998 for construction of new Broad Gauge line Between Dalli Rajahara—Jagdalpur. Total length of this New line is approx. 235 Kms. Project cost was estimated at Rs. 369 Crores. (Rs. Three hundred and sixty nine Crores).

Cost sharing will be as under:

Ministry of Railways:	Rs. 133 Crores approx.
Steel Authority of India	Rs. 184 Crores Approx.
National Mineral Development Corporation	Rs. 25 Crores Approx.
Government of Madhya Pradesh:	Rs. 27 Crores approx.

[Translation]

Functioning of FCI

3426. DR. LAXMINARAYAN PANDEY: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether certain employees of the Food Corporation of India have represented for improving the functioning of the Food Corporation of India; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Individual/collective representations are received from time to time relating to issues associated with service matters etc.

(b) Efforts to improve the functioning of the Food Corporation of India is a continuing collaborative exercise between the management and the employees.

[English]

Safety at level crossings

3427. DR. RAMESH CHAND TOMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a seminar on 'Safety at Level Crossings' was held to New Delhi in the month of February, 2000;

(b) if so, the details of the discussions held in the seminar and outcome thereof;

(c) whether nearly 50 per cent of the rail accidents at manned crossings took place due to negligence of gate-men; and

(d) if so, the steps taken by the Government to provide adequate training to the gate-men to act in such a manner that railway accidents could be avoided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. A seminar on safety at level crossings was conducted by Northern railway on 21.2.2000 in New Delhi.

(b) The seminar in question was culmination of directives regarding launching of a mass interaction campaign to arrest increasing spurt of level crossings accidents. In the seminar participants expressed their views on problems being faced by both railways and road users in maintaining/negotiating level crossings and suggested methods to reduce rail/road accidents at level crossings.

(c) Yes, Sir. With the increasing volume of rail and road traffic, sometimes gate-men find themselves helpless to close the gate in time due to pressure from road users.

(d) To keep their knowledge updated, gate-men are sent for periodical refresher training. Also only literate persons are posted to work as gate-men.

Conducive Competitive Regulatory Framework for Airlines and Airports

3428. SHRI RAM MOHAN GADDE:
SHRI M.V.V.S. MURTHI:
SHRI R.S. PATIL:
SHRI SHIVAJI MANE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to have a "conducive competitive regulatory framework" for encouraging entry and participation of private airlines and airports;

(b) if so, the details thereof;

(c) the other measures that are proposed to be taken with regard to plans of Civil Aviation Regulator; and

(d) the benefit likely to be accrued therefrom?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) The Civil Aviation Policy under formulation seeks to set up a policy framework to provide safe, efficient and reliable air services. The draft has been widely circulated for views/comments before finalisation.

12.02 hrs.

[English]

PAPERS LAID ON THE TABLE

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): Sir, I beg to lay on the Table:

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Tourism for the year 2000-2001.

[Placed in Library, See No. LT-1575/2000]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the Assam Ashok Hotel Corporation Limited, Guwahati, for the year 1998-99.
- (ii) Annual Report of the Assam Ashok Hotel Corporation Limited, Guwahati, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT-1576/2000]

- (b) (i) Review by the Government of the working of the Ranchi Ashok Bihar Hotel Corporation Limited, Ranchi, for the year 1997-98.

- (ii) Annual Report of the Ranchi Ashok Hotel Corporation Limited, Ranchi for the year 1997-98, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (3) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT-1577/2000]

- (4) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Culture for the year 2000-01.

[Placed in Library, See No. LT-1578/2000]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): Sir, on behalf of Kumari Mamata Banerjee, I beg to lay on the Table a copy of the Railway Claims Tribunal (Procedure) Amendment Rules, 2000 (Hindi and English versions) published in notification No. G.S.R. 167 (E) in Gazette of India dated the 29th February, 2000 under sub-section (3) of Section 30 of the Railway Claims Tribunal Act, 1987.

[Placed in Library, See No. LT-1579/2000]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR): On behalf of Shri Ram Vilas Paswan, I beg to lay on the Table:—

- (1) A copy of the Award (Hindi and English versions) given by the Board of Arbitration under the Scheme for Joint Consultative Machinery and Compulsory Arbitration in respect of reduction of the working hours of the Operative Offices of the Departments of Posts and Telecommunications.

- (2) Statement (Hindi and English versions) regarding rejection of Award given by the Board of Arbitration under the Joint Consultative Machinery and Compulsory Arbitration in respect of reduction of the working hours of the Operative Offices of the Departments of Posts and Telecommunications.

[Placed in Library, See No. LT-1580/2000]

[Translation]

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): Sir, I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Development Council for Sugar Industry, for the year 1995-96.

- (ii) A copy of the Annual Report (Hindi and English versions) of the Development Council for Sugar Industry, for the year 1996-97.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1581/2000]

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): I beg to lay on the Table a copy of the Aircraft (Demolition of Obstructions caused by Buildings and trees etc.) Amendment Rules, 1999 (Hindi and English versions) published by Notification No. G.S.R. 302 in Gazette of India dated 18th September, 1999 under section 14A of the Aircraft Act, 1934 together with an explanatory note.

[Placed in Library, See No. LT-1582/2000]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): On behalf of Shri N.T. Shanmugam, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Institute of Post Graduate Teaching and Research in Ayurveda, Gujarat Ayurveda University, Jamnagar, for the year 1998-99, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Institute of Post Graduate Teaching and Research in Ayurveda, Gujarat Ayurveda University, Jamnagar, for the year 1998-99.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1583/2000]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): Sir, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Hindustan Organic Chemicals Limited and the Ministry of Chemicals and Fertilizers for the year 1999-2000.

[Placed in Library, See No. LT-1584/2000]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU

DATTATREYA): Sir, I beg to lay on the Table a copy of the statement (Hindi and English versions) correcting the reply given on the 14th December, 1999 to Unstarred Question No. 2228 regarding Basic Amenities in D.D.A. Flats.

[Placed in Library, See No. LT-1585/2000].

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI V. DHANANJAYA KUMAR): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Madras School of Economics, Chennai, for the year 1998-99, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Madras School of Economics, Chennai, for the year 1998-99.

[Placed in Library, See No. LT-1586/2000]

- (2) A copy of the Interim Report (Hindi and English versions) of the Eleventh Finance Commission together with an Explanatory Memorandum showing action taken thereon, under article 281 of the Constitution.

[Placed in Library, See No. LT-1587/2000]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI OMAR ABDULLAH): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Plastic Export Promotion Council, Mumbai, for the year 1998-99, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Plastic Export Promotion Council, Mumbai, for the year 1998-99.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1588/2000]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Rubber Board, Kottayam, for the year 1998-99.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rubber Board, Kottayam, for the year 1998-99.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT-1589/2000]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Overseas Construction Council of India, Mumbai, for the year 1998-99, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Overseas Construction Council of India, Mumbai, for the year 1998-99.
- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT-1590/2000]

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): Sir, I beg to lay on the Table:-

- (1) A copy of the Merchant Shipping (Medical Examination) Rules, 2000 (Hindi and English versions) published in Notification No. G.S.R. 57 (E) in Gazette of India dated the 19th January, 2000 under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958.

[Placed in Library, See No. LT-1591/2000]

- (2) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Chennai Port Trust for the year 1998-99, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Chennai Port Trust, for the year 1998-99.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT-1592/2000]

- (4) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Calcutta Port Trust, Calcutta, for the year 1998-99, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Calcutta Port Trust, Calcutta, for the year 1998-99.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library, See No. LT-1593/2000]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. RAMAN): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Automotive Research Association of India, Pune, for the year 1998-99, alongwith Audited Accounts.

- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Automotive Research Association of India, Pune, for the year 1998-99.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1594/2000]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the National Council for Cement and Building Materials, New Delhi, for the year 1998-99, alongwith Audited Accounts.

- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the National Council for Cement and Building Materials, New Delhi, for the 1998-99.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT-1595/2000]

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI GINGEE N. RAMACHANDRAN): Sir, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government of the working of the National Jute Manufacturers Corporation Limited, Calcutta, for the year 1996-97.

(ii) Annual Report of the National Jute Manufacturers Corporation Limited, Calcutta for the year 1996-97, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1596/2000]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): Sir, on behalf of Shri Bachi Singh Rawat Bachda, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Sree Chitra Tirunal Institute for Medical Sciences and Technology, Thiruvananthapuram, for the year 1998-99, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Sree Chitra Tirunal Institute for Medical Sciences and Technology, Thiruvananthapuram, for the year 1998-99.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT-1597/2000]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Satyendra Nath Bose National Centre for Basic Sciences, Calcutta, for the year 1998-99, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Satyendra Nath Bose National Centre for Basic Sciences, Calcutta, for the year 1998-99.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT-1598/2000]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Astrophysics, Bangalore, for the year 1998-99, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Astrophysics, Bangalore, for the year 1998-99.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT-1599/2000]

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, the Minister should inform you in time. It is taken very casually these days.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): Sir, it is not so. He has given it in writing.

MR. SPEAKER: Mr. Minister, this has been happening everyday.

SHRI SOMNATH CHATTERJEE: Sir, this was never allowed in the past.....(Interruptions)

12.03 hrs.

[English]

MESSAGES FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:-

(i) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 15th March, 2000, agreed

without any amendment to the Telecom Regulatory Authority of India (Amendment) Bill, 2000 which was passed by the Lok Sabha at its sitting held on the 13th March 2000."

- (ii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 15th March, 2000, agreed without any amendment to the Recovery of Debts Due to Banks and Financial Institutions (Amendment) Bill, 2000 which was passed by the Lok Sabha at its sitting held on the 13th March, 2000."

12.03¹/₂ hrs.

[English]

COMMITTEE ON FINANCE

First, Second and Third Reports

SHRI KAMAL NATH (Chhindwara): Sir, I beg to present a copy each (Hindi and English versions) of the following Reports of the Standing Committee on Finance (2000-2001):-

- (1) First report on action taken by Government on the Recommendations contained in their Nineteenth Report (12th Lok Sabha) on Demands for Grants (1999-2000) of Ministry of Planning and Programme Implementation.
- (2) Second Report of the Committee on action taken by Government on the recommendations contained in their Twentieth Report (12th Lok Sabha) on Demands for Grants (1999-2000) of Ministry of Finance (Department of Economic Affairs).
- (3) Third Report of the Committee on action taken by Government on the recommendations contained in their Twenty-First Report (12th Lok Sabha) on Demands for Grants (1999-2000) of Ministry of Finance (Department of Revenue).

12.04 hrs.

[Translation]

STATEMENT OF THE STANDING COMMITTEE ON PETROLEUM AND CHEMICALS

SHRI PRABHU NATH SINGH (Maharajan): Sir, I beg to lay on the Table a copy each (Hindi and English

versions) of the following Statements of the Standing Committee on Petroleum and Chemicals:—

- (1) Statement on Action Taken by Government on the recommendations contained in the 12th Report (10th Lok Sabha) on Action Taken by Government on the recommendations contained in the 4th Report (10th Lok Sabha) on 'Exploration, Production, Distribution and Conservation of Oil and Gas'.
- (2) Statement on Action Taken by Government on the recommendations contained in the 14th Report (10th Lok Sabha) on Action Taken by Government on the recommendations contained in the 5th Report (10th Lok Sabha) on 'Demands for Grants—1994-95' of the Ministry of Petroleum and Natural Gas.
- (3) Statement on Action Taken by Government on the recommendations contained in the 20th Report (10th Lok Sabha) on Action Taken by Government on the recommendations contained in the 9th Report (10th Lok Sabha) on 'Pricing of Petroleum Products'.
- (4) Statement on Action Taken by Government on the recommendations contained in the 25th Report (10th Lok Sabha) on Action Taken by Government on the recommendations contained in the 17th Report (10th Lok Sabha) on 'Demands for Grants—1995-96' of the Ministry of Petroleum and Natural Gas.
- (5) Statement on Action Taken by Government on the recommendations contained in the 6th Report (11th Lok Sabha) on Action Taken by Government on the recommendations contained in the 3rd Report (11th Lok Sabha) on 'Demands for Grants—1996-97' of the Ministry of Petroleum and Natural Gas.
- (6) Statement on Action Taken by Government on the recommendations contained in the 3rd Report (12th Lok Sabha) on Action Taken by Government on the recommendations contained in the 9th Report (11th Lok Sabha) on 'Demands for Grants—1997-98' of the Ministry of Petroleum and Natural Gas.
- (7) Statement on Action Taken by Government on the recommendations contained in the 7th Report (12th Lok Sabha) on Action Taken by Government on the recommendations contained in the 4th Report (12th Lok Sabha) on 'Demands for Grants—1998-99' of the Ministry of Petroleum and Natural Gas.

12.04¹/₂ hrs.

[Translation]

REPORTS OF THE STANDING COMMITTEE ON URBAN AND RURAL DEVELOPMENT

First report to Eighth report

SHRI ANANT GANGARAM GEETE (Ratnagiri): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Urban and Rural Development:—

- (1) First Report on the action taken by the Government on the recommendations contained in the Seventh Report of the Committee (11th Lok Sabha) on Allocation/Utilisation of Central Funds by States under various Schemes.
- (2) Second Report on the action taken by the Government on the recommendations contained in the Third Report of the Committee (12th Lok Sabha) on Demands for Grants (1998-99) of the Ministry of Urban Employment and Poverty Alleviation.
- (3) Third Report on the action taken by the Government on the recommendations contained in the Seventh Report of the Committee (12th Lok Sabha) on Integrated Wastelands Development Project (IWDP) Scheme.
- (4) Fourth Report on the action taken by the Government on the recommendations contained in the Twenty-Second Report of the Committee (12th Lok Sabha) on Demands for Grants (1999-2000) of the Ministry of Rural Development (Department of Land Resources).
- (5) Fifth Report on the action taken by the Government on the recommendations contained in the Twenty-Third Report of the Committee (12th Lok Sabha) on Demands for Grants (1999-2000) of the Ministry of Urban Employment and Poverty Alleviation.
- (6) Sixth Report on the action taken by the Government on the recommendations contained in the Twenty-Fourth Report of the Committee (12th Lok Sabha) on Demands for Grants (1999-2000) of the Ministry of Urban Development.

(7) Seventh Report on the action taken by the Government on the recommendations contained in the Twenty-Sixth Report of the Committee (12th Lok Sabha) on Demands for Grants (1999-2000) of the Ministry of Rural Development (Department of Rural Development).

(8) Eighth Report on the action taken by the Government on the recommendations contained in the Twenty-Eighth Report of the Committee (12th Lok Sabha) on Demands for Grants (1999-2000) of the Ministry of Rural Development (Department of Rural Development).

12.05 hrs.

[English]

*STATEMENT BY MINISTER

Incident of caste violence in Kolar District (Karnataka) on the 11th March, 2000

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): Sir, as per information available with the Central Government, two incidents of violence and counter violence between members of the Reddy community and Scheduled Castes have taken place in village Kambalapalli of Police Station Kencharlahalli in the District of Kolar, Karnataka. The incidents resulted in the stabbing and subsequent death of one Krishna Reddy and burning alive of seven members of the Scheduled Caste community.

The sequence of events reveals that on March 11, around 1930 hours, a group of 15 to 20 persons belonging to the Scheduled Caste community which reportedly included two persons named Anjanappa and Sriramappa, stabbed one Krishna Reddy who died on the spot. In retaliation a group of 150-200 persons belonging to the Reddy community attacked the Colony of the village inhabited by the Scheduled Caste community around 2100 hours and set fire to the house belonging to Sriramappa and another adjoining house. Six persons (four men and two women) died on the spot due to suffocation and burn injuries and one lady succumbed to her injuries later on way to hospital.

The State Police have so far arrested 15 persons in connection with the violence. Additional Police force has also been stationed at the village as well as the Special Divisional Headquarters at Chintamani and District Headquarters Kolar. Prohibitory orders have been enforced at Chintamani and Kambalapalli areas since 13.03.2000. Investigations are on and senior police officials are supervising the investigation. The Superintendent of Police,

*Also placed in Library.

District Kolar, has since been transferred by the State Government. The State Chief Minister, State Home Minister and other leaders have visited the spot and assured protection to the remaining Scheduled Caste families and arranged relief operations. The Chief Minister has announced institution of a judicial inquiry into the incident. Chief Minister has also announced *ex-gratia* compensation of Rs. 1 lakh each, suitable employment to the next of kin of those killed, rehabilitation of the affected people and assured stringent action against those who were responsible for the heinous crimes.

The situation currently is reported to be tense but under control.

[Placed in Library, See No. LT-1600/2000]

...(Interruptions)

[English]

MR. SPEAKER: We will now take up the 'Zero Hour'.

SHRI AMAR ROY PRADHAN (Coochbehar): It is a serious matter and it should be discussed in the House...(Interruptions)

SHRI K. YERRANNAIDU (Srikakulam): Mr. Speaker, Sir, it was reported that the Visakhapatnam Steel Plant was referred to BIFR...(Interruptions) I want to raise a very important matter regarding the Visakhapatnam Steel Plant. Sir, I have also given the notice.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Sir, I thank the hon. Home Minister for making this statement. But I would only like to know from the hon. Minister, through you. Sir....

MR. SPEAKER: Shri Dasmunsi, whenever any Minister makes a statement, as per the rules, you cannot seek any clarifications after that. Now, I allow Prof. Premajam to speak.

SHRI PRIYA RANJAN DASMUNSI: Sir, if any kind of violence takes place in any State, then the Home Minister should inform the House by making a statement. This could become a practice because there should not be any selective interventions. I am thankful that the Government responded and the Home Minister came out with a statement. But when it happens in other States, I find that no such statements are made in the House. Therefore, it should become a regular practice in the House. If the SC/ST people are harassed in any part of India, then the Home Minister should make a statement in the House...(Interruptions)

PROF. A.K. PREMAJAM (Badagara): Sir, I may be permitted to speak. (Interruptions)

MR. SPEAKER: I have called Prof. Premajam.

...(Interruptions)

SHRI K. YERRANNAIDU: Sir, I want to raise a most important issue concerning the Visakhapatnam Steel Plant. You were also a student of Andhra University, and you know that 30 persons have lost their lives for this Visakhapatnam Steel Plant. It was reported that it has been referred to BIFR...(Interruptions)

MR. SPEAKER: Shri Dasmunsi, after the Minister has made his statement, the rules do not permit anyone to seek any clarifications.

...(Interruptions)

SHRI K. YERRANNAIDU: Sir, the Parliamentary Affairs Minister is here, and he should say something...(Interruptions)

[Translation]

SHRI PRIYA RANJAN DASMUNSI: In future also intervention will become necessary in the same way as the hon. Home Minister did today if atrocities are continued against persons belonging to minority communities and scheduled castes and scheduled tribes in any state.

[English]

If something happens in Orissa or Gujarat, then in the fitness of things, the Home Minister should make a statement on those matters. That is only my point.

MR. SPEAKER: Hon. Members, today being the last day, I have received 26 notices from the Members, and I want to allow all of them during the 'Zero Hour'. So, please cooperate with the Chair.

...(Interruptions)

SHRI BUTA SINGH (Jalore): This is the direct result of casteism.....(Interruptions)

MR. SPEAKER: The Minister is giving the reply.

SHRI L.K. ADVANI: Shri, I just heard an observation that this is a selective statement. May I point out that this was a demand made in this House?

SHRI PRIYA RANJAN DASMUNSI: I agree to that.

SHRI L.K. ADVANI: And because it was a demand made in the House and was conveyed to me, naturally, the Central Government seeks information from the State Government...

SHRI PRIYA RANJAN DASMUNSI: You are right.

SHRI L.K. ADVANI: And by and large whatever information are provided by the State Government is furnished to the House.

SHRI PRIYA RANJAN DASMUNSI: That is quite in order... *(Interruptions)*

SHRI HANNAN MOLLAH (Uluberia): Sir, this matter should be discussed in the House... *(Interruptions)*

MR. SPEAKER: Now, I have called the name of Shri Yerrannaidu.

...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, I have only said that when such matters are brought to the notice and it requires a response of the Government...*(Interruptions)* it comes selectively, sometimes it comes and sometimes it does not come...*(Interruptions)* Let it be a practice that if anything happens on the issue of minorities in any part of India in violation of the social rights guaranteed to them, the Home Minister should make a similar Statement...*(Interruptions)*

SHRI HANNAN MOLLAH : Sir, this matter should be discussed ...*(Interruptions)*

MR. SPEAKER: Nothing, except what Shri Yerrannaidu is speaking, should go on record.

...*(Interruptions)*

SHRI K. YERRANNAIDU: Sir, the first shore-based public sector steel plant in the country with a capacity of three million tonnes and equipped with the most modern and sophisticated machinery, the Vishakhapatnam Steel Plant has been referred to the BIFR. It was commissioned in the year 1992. About 18,000 workers are employed in the Vishakhapatnam Steel Plant.

Sir, Shri A.P. Karne was appointed by the Government of India to submit a report on this. Shri Karne has already submitted the report. It was pending with the Government of India. The turn-around package, as suggested, should be accepted by the Government of India.

Sir, through you, we would like to appeal to the Government of India that the Steel Plant...*(Interruptions)*

SHRI SOMNATH CHATTERJEE (Bolpur): You make a demand.

SHRI K. YERRANNAIDU: Yes. We are demanding it.

Sir, at the same time, I would like to submit that another Committee was appointed to report on the functioning of the SAIL. That Committee also has submitted its report. The Government of India has accepted the report of that Committee and have agreed for a package of Rs. 3,000 crore. But the package suggested for the Vishakhapatnam Steel Plant has not been approved. Thirty-two persons have lost their lives.

Sir, you were a student of Andhra University and you know that there is a slogan Bishakha Ukku, Andhrula Hakku. Therefore, I would like to request through you, not alone for the State of Andhra Pradesh but in the interest of the country, that this first shore-based, modern and sophisticated Steel Plant...*(Interruptions)*

MR. SPEAKER: Shri Yerrannaidu, Somnath babu would also like to speak on the same subject.

...*(Interruptions)*

SHRI K. YERRANNAIDU: Sir, some reply should come from the Government.

MR. SPEAKER: Somnath babu would also like to speak on the same subject.

SHRI K. YERRANNAIDU: Sir, it is 'Zero Hour' now and some Ministers also are present in the House...*(Interruptions)*

SHRI SOMNATH CHATTERJEE: Sir, kindly appreciate the importance of this matter. The other day we discussed the issue of Salem and the entire House, except the very loyalists on that side, supported the demand for proper running, administration and revival of the Salem Steel Plant, on which another Steel plant, the Alloy Steel Plant depends.

Sir, this is also another very important Steel Plant. It is a Steel plant equipped with modern machinery and about 18,000 workers are working in this Plant...*(Interruptions)*

SHRI K. YERRANNAIDU: Sir, this is the first shore-based Steel Plant in the country.

SHRI SOMNATH CHATTERJEE: Sir, I have now been reminded by Shri Yerrannaidu, the leader of the TDP Parliamentary Party supporting the Government, that...

SHRI VAIKO (Sivakasi):...they are doing the right thing.

SHRI SOMNATH CHATTERJEE: That you will see later on.

Sir, this is of a kind that is unique in India.

So, this is not a routine matter. Therefore, we have been repeatedly saying that this is an important public sector undertaking and now with the assistance of Shri Khurana you are selling it...(Interruptions) The workers are going on to the streets...(Interruptions) Is, what is anything called 'self-reliance' any longer relevant in this country? Is steel a matter on the *ipse dixit* of the foreign suppliers and we shall depend on them? Are steel factories a matter which can be ignored by our country and we depend only on imports?

This is not a party matter. I requested the other day also that such matters should not be treated as party matters or as matters of debate between the Opposition and the Government. These are national issues. I am very happy that Shri Yerrannaidu has raised one more national issue. Although he is mistaken for the time being in supporting that side, I support him on this issue. It shows that on proper issues, they will get the support of the Opposition which is really trying to save this country from sell-out to the multinational companies.

Sir, there is competition going on as to which Department can please the visitor from abroad who will be coming next week. Apart from beautification of Delhi there is total disinvestment of the public sector industry going on in this country. Even some political parties participating in the NDA Government are strongly opposing this measure. I would request them to see that this country is not sold away to multinationals. This is one plant on which we very strongly support Shri Yerrannaidu's claim. We demand that the Government should immediately respond and see that this one of the finest undertakings is not put to the mercy of the ordinary people who would be there to loot it.

MR. SPEAKER: I allow Shri M.V.V.S. Murthi to speak. He represents this constituency.

SHRI M.V.V.S. MURTHI (Visakhapatnam): Sir, there are several steel plants in the country. The Visakhapatnam steel plant is the latest and the most modern one among

them. This was constructed with the most modern technology. There are bound to be difficulties in the initial stages for any plant of this size due to various reasons. It is known that for a plant set up with such huge investment and large capacity, it takes some time for stabilisation. This plant has taken this time. The Ministry of Steel had called for the report of an expert on this plant. Shri Karni had been appointed to go into the issue and submit his report. For Steel Authority of India also an expert committee was constituted. The Government has since accepted the report for SAIL. I demand that the Karni report should also be accepted by the Government. If the report is accepted, money will come in and the plant can run. We do not want the plant to be privatised. This is the most modern steel plant in India. The Government must retain this plant in the public sector. We want early Government action in this matter. Hon. Minister of Parliamentary Affairs is sitting here. We want him to convey this to the Prime Minister and have the expert committee report implemented at the earliest.

SHRI N. JANARDHANA REDDY (Narasaraopet): Sir, more than anyone else, you are very much concerned over the Visakhapatnam Steel Plant and you know the case in detail. I appeal to you to use your good offices to safeguard the steel plant for which several people died shouting the slogan '*Visakha Ukku, Andhrula Hakku*' which in English means '*Visakha's Steel, Right of Andhras*'. It is no more '*Andhrula Hakku*'. The whole country is concerned over the plant. I, therefore, appeal to the Minister of Parliamentary Affairs to convey our feelings to the Prime Minister...(Interruptions)

SHRI SOMNATH CHATTERJEE: Where is the Minister of Steel? One after the other steel mills are being closed down but we have no Steel Minister...(Interruptions)

AN HON. MEMBER: He is in Orissa.

SHRI SOMNATH CHATTERJEE: He should come here. He should be called here...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Sir, the Minister should come here and make a statement in this regard. This issue was raised by all sections of the House yesterday and the day before yesterday also...(Interruptions)

MR. SPEAKER: The Minister of Parliamentary Affairs is representing the Government.

SHRI BASU DEB ACHARIA: Sir, I appeal through you to the hon. Minister of Parliamentary Affairs that he

[Shri Basudeb Acharia]

should assure us that our concern will be brought to the notice of the hon. Prime Minister to see that something is done. Let the hon. Minister assure...(Interruptions)

MR. SPEAKER: Now, Shri S. Bangarappa.

...(Interruptions)

SHRI BASU DEB ACHARIA: Sir, day before yesterday also, this issue was raised by all sections of the House. But where is the Minister now? He should come and make a statement here...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, are you asking about the steel plant or the Minister?

...(Interruptions)

SHRI S. BANGARAPPA (Shimoga): Mr. Speaker, Sir, with your permission I rise to mention again the same matter relating to a public sector undertaking in Karnataka State, namely, Visveswaraya Iron and Steel Limited. Earlier, our State Government had the cent per cent shares in the concerned public sector undertaking. Then thereafter, the Central Government intervened because it was continuously incurring losses...(Interruptions)...When I was the Chief Minister I did a lot...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, are you serious about the steel plant or the Minister?

SHRI BASU DEB ACHARIA: Sir, I am serious about the revival of the plants. I am against the selling out of the steel plants ...(Interruptions)

MR. SPEAKER: I have called Shri S. Bangarappa. Please allow him to speak.

...(Interruptions)

SHRI S. BANGARAPPA: Sir, I was submitting through you to the Government, to Shri Pramod Mahajan...(Interruptions)... Then, 60 per cent of the total shares used to be held by the Central Government through SAIL.

MR. SPEAKER: Shri S. Bangarappa, please conclude now. There are other hon. Members also to speak.

SHRI S. BANGARAPPA: Sir, Steel Authority of India Limited used to hold 60 per cent of the total shares in the Vishveswaraya Iron and Steel Limited, Badrawati, which is in my own parliamentary constituency. Sir, this is a prestigious concern. It was not established after Independence. It is there even since pre-Independence...(Interruptions)...There were administrators in Visveswaraya...(Interruptions)

MR. SPEAKER: Now, the hon. Minister.

...(Interruptions)

SHRI S. BANGARAPPA: Then, even 40 per cent of the shares held by the State Government were given to the SAIL...(Interruptions)

SHRI SUDIP BANDYOPADHYAY (Calcutta North West): Sir, please allow me also to speak ...(Interruptions)

MR. SPEAKER: Shri Sudip Bandyopadhyay do you want to speak on the same issue?

SHRI SUDIP BANDYOPADHYAY: Yes, Sir...(Interruptions)

MR. SPEAKER: Now, Shri Sudip Bandyopadhyay.

...(Interruptions)

SHRI S. BANGARAPPA: Sir, I have not yet finished. What is this?...(Interruptions)

MR. SPEAKER: Please conclude.

SHRI S. BANGARAPPA: Sir, I was submitting that even 40 per cent of the shares of the State Government were held by the SAIL...(Interruptions)...It is a very famous public sector undertaking. I have gone through the recent policy announced by the Government of India about the disinvestment in all the public sector undertakings. Now, we are at the receiving end. All the workers and the State Government are telling and they have given their complete consent to merge all the shares into the Steel Authority of India. Not, the companies are going to sell all their shares including SAIL. They have invited tenders for the purchase of the shares etc., in this famous concern...(Interruptions)...But the people of Karnataka will never accept this...(Interruptions)...So, I appeal through you to the concerned hon. Minister to discuss this matter and if necessary, come out with a statement...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, you have already raised the point. Please take your seat...(Interruptions)

SHRI BASU DEB ACHARIA: Yesterday, this issue was raised by all sections of the House. Not only Vizag...(Interruptions)

[Translation]

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: You should study the matter before making any comment.

[English]

SHRI SUDIP BANDYOPADHYAY: Sir, do not allow him. How can he speak? Their leader has already spoken...*(Interruptions)*

SHRI BASU DEB ACHARIA: All the steel plants are on sale... *(Interruptions)*

The Government wants to sell out all these steel plants instead of trying to revive them. We want a categorical statement from the Minister of Steel...*(Interruptions)*

MR. SPEAKER: I am asking the hon. Minister to respond.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, the hon. Steel Minister should come to the House and clarify because this issue has been raised by all sections of the House...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: Sir, as a whole the whole of Central public sector units and the steel sector in particular are facing total uncertainty. This is not the case only of the Vizag Steel Plant.

We fully share the views expressed by Shri Yerrannaidu that the Steel Authority of India Limited should take up the modernisation of IISCO and the Durgapur Steel Plant. All of them are facing uncertainty. We, as Members of the Committee on Public Undertakings, find that in the name of strategic partners, many people are coming to take over the Central public sector units which are the assets of our country. You will be surprised to know this. Who are these strategic partners? How much equity are they asking for? Nothing is being made clear.

The Vizag Steel Plant is to be given total protection. It has to be saved. The modernisation of IISCO, Alloy Steel and the total steel sector has to be given priority. This includes the Salem Steel Plant also. The Government should extend support to see that they can be properly revived...*(Interruptions)*

SHRI VAIKO: Mr. Speaker, Sir, I am thankful to you for this opportunity. I strongly support the views expressed by Shri Yerrannaidu and Shri Somnath Chatterjee.

We are committed to the concept of federalism, as far as our party is concerned. All these years, the policies adopted by the Union Government have been detrimental

to the concept of federalism. We should not allow the Union Government to trample upon the domain of the States and the rights of the States. The Legislative Assembly of the State of Tamil Nadu has passed a unanimous Resolution of the Salem Steel Plant. This should be taken into account. Now, the Government of Andhra Pradesh, headed by Shri N. Chandrababu Naidu, has also clearly stated its position...*(Interruptions)*

MR. SPEAKER: Hon. Members, please understand. Today is the last day and we have some important business to transact.

...*(Interruptions)*

SHRI VAIKO: Shri Janardhan Reddy has stated that they had got the Vizag Steel Plant after a long struggle and much sacrifice...*(Interruptions)*

The Report of the Karne Committee should be accepted and implemented. The Central Government should take all possible steps to protect and preserve the Vizag Steel Plant. There should be no privatisation of the Salem Steel Plant or the Vizag Steel Plant...*(Interruptions)* In the name of liberalisation, it was only the Congress Party which opened the door for privatisation...*(Interruptions)* I strongly condemn any such move to privatise the Salem Steel Plant or the Vizag Steel Plant.

MR. SPEAKER: Is there anything that the hon. Minister would like to say?

...*(Interruptions)*

SHRI P.H. PANDIYAN (Tirunelveli): Sir, the AIADMK should be allowed to voice its views...*(Interruptions)*

MR. SPEAKER: The Minister is about to reply. Please sit down.

...*(Interruptions)*

MR. SPEAKER: Please understand. The hon. Minister is going to respond. Are you going to hear that or not? Otherwise, I will go to the next subject.

...*(Interruptions)*

SHRI P.H. PANDIYAN: Sir, the AIADMK has given a memorandum...*(Interruptions)*

MR. SPEAKER: The hon. Minister is giving a reply. If you are not prepared to hear it, I will go to the other subjects.

...(Interruptions)

SHRI P.H. PANDIYAN : The AIADMK should be allowed...(Interruptions)

MR. SPEAKER: Please understand. You are not allowing the Minister to reply. Is this the way to run the House?

...(Interruptions)

SHRI P.H. PANDIYAN : The Salem Steel Plant is being privatised ...(Interruptions)

MR. SPEAKER : Please understand. You are raising a question but you are not listening to the reply. Is this the practice you want to continue in the House? You are raising the question and you do not want to listen to the reply.

...(Interruptions)

MR. SPEAKER: Hon. Members, please understand that you have raised an important question.

...(Interruptions)

MR. SPEAKER: Please take your seats. I am on my legs. Please take your seats.

...(Interruptions)

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

...(Interruptions)

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

...(Interruptions)

MR. SPEAKER: All are concerned and the entire House is concerned over this issue. Now, please take your seats.

...(Interruptions)

SHRI P.H. PANDIYAN: We hear that day before yesterday they have taken a decision to sell the Plant...(Interruptions)

MR. SPEAKER: You are raising an important question. But you not willing to listen to the reply of the Government. What is this? This kind of practice is not good. Please take your seats. Now, the Minister.

...(Interruptions)

SHRI P.H. PANDIYAN: The Parliamentary Affairs Minister can talk about Parliamentary matters and not about the Heavy Industries...(Interruptions)

MR. SPEAKER: Shri Pandiyan, you should not talk whatever you want to, sitting in your seat. First of all, you should know the procedure.

...(Interruptions)

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): If you do not want to listen to my point then I may take my seat...(Interruptions)

SHRI MULAYAM SINGH YADAV: We want to listen to your points.

SHRI PRAMOD MAHAJAN: Thank you. Public Sector industries plays vital role in economic policy of the country.

SHRI BASU DEB ACHARIA: We also accept it ...(Interruptions)

SHRI PRAMOD MAHAJAN: Unfortunately some industries of the Public Sector have become sick...(Interruptions)

AN HON'BLE MEMBER: Not some but most of them are sick.

SHRI PRAMOD MAHAJAN: Just now hon'ble Member Shri Yerrannaidu has made a mention of Vizag Steel Plant which has been referred to BIFR. There are several such problems. We are in the Government for the last two years. After all, how Vizag Steel Plant became sick? If it was good steel plant then why did it become sick and was referred to BIFR...

[English]

MR. SPEAKER: Let him complete. Let him complete first.

...(Interruptions)

MR. SPEAKER: Let him complete first. What is this? Let him complete.

[Translation]

...(Interruptions)

SHRI PRAMOD MAHAJAN: Please let me complete my submission...(Interruptions)

[English]

MR. SPEAKER: Let him complete.

SHRI PRAMOD MAHAJAN: Once upon a time, SAIL was the pride of this country.

[Translation]

MR. SPEAKER: Pramod Ji, why are you speaking so loudly today?

SHRI PRAMOD MAHAJAN: I am speaking loudly so that they could hear me. I am sorry. SAIL was among the 'Navarathnas'...(Interruptions)

SHRI BASU DEB ACHARIA: It happened during your government' tenure ...(Interruptions)

SHRI SHIVRAJ SINGH: Mr. Speaker, Sir, running commentary should not be made ...(Interruptions)

[English]

SHRI PRAMOD MAHAJAN: Sir, the SAIL was a part of 'Navrathna', unfortunately, due to the sin of somebody, the SAIL also became sick...(Interruptions)

[Translation]

SHRI BASU DEB ACHARIA: It happened during last two years...(Interruptions)

[English]

SHRI PRAMOD MAHAJAN: Not in two years. It did not happen in two years...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, this is not proper. This is not good.

...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, please take your seats. I am appealing to all the hon. Members to take their seats.

...(Interruptions)

[Translation]

SHRI PRAMOD MAHAJAN: How can I speak when you all are interrupting...(Interruptions)

[English]

MR. SPEAKER: Shri Basu Deb Acharia, please take your seat.

[Translation]

...(Interruptions)

SHRI PRAMOD MAHAJAN: I should listen to all of you but you are not ready to listen to one sentence from me.

[English]

This Government has brought out a package for SAIL to the tune of Rs. 8,000 crore. That shows our commitment to the public sector undertakings in this country. ...(Interruptions) I would like to reply to a few comments that have been made by the hon. Members. It was suggested that the country is being sold....(Interruptions)

[Translation]

MR. SPEAKER: Sir, India is so powerful a country. That no one can sell it out. None will allow to do so....(Interruptions)

[English]

MR. SPEAKER: Hon. Members, it is not proper to obstruct the Minister when he is replying.

...(Interruptions)

MR. SPEAKER: If this is going to be the attitude of the Members during the 'Zero Hour', there would not be any 'Zero Hour'. I am appealing to you. If this is going to be the behaviour during the 'Zero Hour', then there would not be any Zero Hour. It would be very difficult for you. You are not listening to the reply of the Government. First, hear the reply of the Minister and listen to him.

...(Interruptions)

[Translation]

SHRI PRAMOD MAHAJAN: Mr. Speaker, Sir, I am aware of the importance of Vizag Plant and Shri Yerrannaidu may remember that our Government has waived off a loan worth Rs. 1300 crore due from Vizag Steel Plant. Thus it is not appropriate to say that I am oblivious of the importance of Vizag Steel Plant. The issue of Vizag Steel Plant raised here will be conveyed to hon'ble Prime Minister and Minister of Steel...(Interruptions)

[English]

MR. SPEAKER: No more submissions on this issue.

...(Interruptions)

MR. SPEAKER: It has been already replied to.

...(Interruptions)

MR. SPEAKER: It has been already replied to.

...(Interruptions)

MR. SPEAKER: Nothing should go on the record except Shri Kirit Somaiya's speech.

...(Interruptions)*

[Translation]

SHRI KIRIT SOMAIYA: Mr. Speaker, Sir, MLAs of BJP and Shiv Sena were beaten up in Maharashtra Legislative Assembly yesterday...(Interruptions) They were stopped and assaulted. Their clothes were torn...(Interruptions)*

12.39 hrs.

At this stage Shri Mulayam Singh Yadav, Shri Somnath Chatterjee and some other hon. members left the House.

SHRI KIRIT SOMAIYA: Mr. Speaker, Sir, MLAs of Congress Party aided by some miscreants and police assaulted the MLAs belonging to BJP and Shiv Sena in Maharashtra Legislative Assembly. The leader of opposition Shri Narayan Rane was stopped and manhandled. Action should be taken against Shri Abu Azmi and guilty persons should be punished...(Interruptions)

[English]

SHRI PRIYA RANJAN DASMUNSI: We are walking out in protest.

12.41 hours

At this stage, Shri Priya Ranjan Dasmunsi and some other hon. Members left the House.

[Translation]

SHRI KIRIT SOMAIYA: Action should be taken against guilty persons....(Interruptions)

[English]

MR. SPEAKER: Shri Somaiya, how can you raise a State Assembly matter in the House?

...(Interruptions)

MR. SPEAKER: Nothing should go on record except what Yogi Aditya Nath says.

...(Interruptions)*

*Not recorded.

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Speaker, Sir, through you, I would like to draw the attention of the Union Government towards a very important matter relating to Gorakhpur. Sir, a Doordarshan Kendra was set up at Gorakhpur in 1984 for which land was purchased at a cost of Rs. 84 lakh in Rati Nagar. The then State Minister of Information and Broadcasting Shri Mukhtar Abbas Naqvi had laid the foundation stone of the studio of that Kendra on 1st July, 1998 at Gorakhpur. He had given assurance at that time that the Kendra will be equipped with all the modern facilities. Necessary funds were also allocated for the construction of the studio and Rs. 3 crores were sanctioned for it. However, it has been reported in some newspapers that Gorakhpur Doordarshan kendra will be transferred from there. Also a conspiracy is being hatched to transfer the Metro channel which was approved to be set up by the then Minister of Information and Broadcasting. While laying the foundation stone of the studio of Gorakhpur Doordarshan kendra, the then Minister of Information and Broadcasting had given assurance to make arrangements to uplink the Metro channel and to make available the Beetacap cameras in the kendra. Mr. Speaker, Sir, through you, I would like to request the Union Government to fulfil those assurances at the earliest.

[English]

MR. SPEAKER: This will not go on record. You cannot give a speech in 'Zero Hour'.

...(Interruptions)*

SHRI P.H. PANDIYAN: We are walking out in protest.

12.43 hours

At this stage, Shri P.H. Pandiyan and some other hon. Members left the House.

PROF. A.K. PREMAJAM (Badagara): I may be permitted to draw the attention of the House to a very alarming and grave news item which appeared in *The Hindu*, dated 14.3.2000 captioned 'JNU students—alleged harassment by the police'.

Many students who participated in the agitation demanding hostel accommodation and such other important requirements in the JNU are harassed by the police.

*Not recorded.

MR. SPEAKER: Madam, in 'Zero Hour' you cannot read the entire statement. You can only mention the important points. It is not a discussion.

PROF. A.K. PREMAJAM: Yes, Sir, I am mentioning that the incident took place in September, 1999 but even after the lapse of six months these students, who agitated for democratic rights of the students, are being harassed and intimidated by the police just as it happens in a police raj. I can give you any number of examples. One example is, Jyothermayi, who actually stood first in the PG entrance examination for Economics, has been asked to bring five certificates from his respectable neighbours. Another Student from Bihar has been asked to bring a Conduct Certificate. The police entered a marriage ceremony and harassed the students.

Sir, parents of another student, Arun from Kerala were questioned by the Police agencies. Are we having a Police Raj here? So, I urge upon the Government, especially the hon. Minister of Human Resource Development, Dr. Murli Manohar Joshi to look into this matter and order an enquiry.

SHRI SUNIL KHAN (Durgapur): Sir, I want to raise a very important issue regarding ABBL, Durgapur which is managed by M/s Alstom Power, which is a global power company, since December, 1999, The Department of Power, Government of India holds 15 per cent share in the company. The company did not receive any major order for the last 5 years despite being competitive in some NTPC projects. The company's net worth would be negative at the close of the financial year. Consequent to that, it would be necessary to refer it to BIFR. Sir, the company is manufacturing very good quality boiler. It has 1122 workers. The members of the Union of the company and two Members of Parliament, Shri Basu Deb Acharia and Shri Bikash Chowdhury met the hon. Minister of Power, Shri Kumaramangalam on 14th December, 1999 and discussed this matter in detail. The hon. Prime Minister was pleased to assure them that some jobs would be given to the company so that the company is not closed. Our hon. Chief Minister, Shri Jyoti Basu has already written to the hon. Minister of Power to look into the matter. But I regret to say that still no order has been given to the company. Not only that, the management is almost ready to shift the office from Calcutta to Vadodara. I would request the Minister not to shift the office from Calcutta to Vadodara. I strongly object it. You please ensure the House that the orders will be given so that the ABBL, Durgapur Unit so that the unit is revived and 1122 workers could be saved.

[Translation]

SHRI SHIVRAJ SINGH CHOUHAN (Vidisha): Hon'ble Mr. Speaker, Sir, through you, I would like to draw the attention of the Government towards a very important matter. Pakistan has completed the ground work for the development of dozens of nuclear missiles to target Indian cities and military installations. This news item has been published in yesterday's newspaper in detail. Federation of American scientists has given this information on the basis of satellite pictures of nuclear missiles deployed by Pakistan. I agree that this Government is very much serious about the safety and security of the country. But the Government should assure the people about its concern regarding the safety of the country and the arrangements made for this purpose. At this time when President of America, Shri Bill Clinton is due to visit our country, we should pressurise him that he should take steps to declare Pakistan a terrorist State as it is trying to disintegrate our country through terrorism in Kashmir. The America's Foreign policy experts have told Shri Bill Clinton that he should tell Pakistan in clear terms about it. Therefore, Indian Government should also take initiative in this regard. This is my earnest request to you.

[English]

SHRI PRIYA RANJAN DASMUNSI: Mr. Speaker, Sir, on behalf of our party and on my own behalf, I would like to express very grave concern over the situation which has been persistent for the last few months and which has been admitted by the hon. Prime Minister, Shri Atal Bihari Vajpayee. The issue is that almost all the metro cities of India including a few important cities are flooded with fake currency notes of Rs. 500 and Rs. 100. The most shameful thing is that before the British Embassy in Chanakypuri, New Delhi, there is a board saying, 'do not come with Rs. 500 note'. The board is very much there. I do not know whether the Government is aware of this fact or not. We do not want to score any political point on this matter. Our Party feels that it is a deliberate and designed plan of outside forces to destabilize our entire economy and put the country into the path of ruin. Therefore, I consider that this matter is of great national importance. Be it ISI or some other militant forces, it is a desperate attempt in the new millennium when the country is committed to take a new direction and greater height.

At this stage please look at their design. It is not in Thailand, it is not in Bangladesh, it is not in Pakistan or Malaysia. The whole target in the entire sub-continent is India. Therefore, Mr. Speaker, through you I would like to convey to the Government to take this matter with all seriousness. Whatever stringent steps the Government

[Shri Priya Ranjan Dasmunsi]

wants to take, the entire Parliament would stand by it. Please do not give any laxity or make any compromise with these forces. It is now in abundance.

Last week when I went to North Bengal, I found that even petrol pumps have started refusing to take Rs. 100 and Rs. 500 notes. It is a very big problem. They say, only a few petrol pumps have the checking machine to examine the note the way it has been demonstrated on the television. This panic is now at its height. When the British Embassy is displaying that kind of a board, it conveys a very bad message about our country.

Mr. Speaker, I convey through you to the Government to take very strong measures. Money has been detected in the Samjouta Express with somebody who came from Pakistan. He was caught and the old Muslim fellow said that for the minimum returns he had been doing this transaction for a few months. It has come to the newspapers also.

Our borders should also be vigilant. I do not know which is the main group behind this. But the fact remains that it is a deliberate attempt by certain forces to destroy India's economy and put India on a wrong map. The senior Cabinet Minister, hon. Dr. Murli Manohar Joshi is here. I know his concern is also the same as ours. The Cabinet should take a very strong step in this matter. Please do not think that it is merely a fake note. This is a design by some forces to destroy our economy.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY, AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): I fully share the concern expressed by the hon. Member on the other side. I may assure the House that the Government will take full measures to stop this infiltration of fake notes. Let us all join in this endeavour. I assure you that the Government is fully conscious of it, it has taken cognisance of the issue and will take full measures.

[Translation]

SHRI RAM SAJIVAN (Banda): Mr. Speaker, Sir, I would like to raise a matter of urgent Public importance. This question does not pertain to milk, it is not merely a problem rather it is a very serious problem of availability of drinking water. Government and the whole House should pay attention towards it. Alongwith other parts of the country, Banda and Chitrakoot districts of Bundelkhand region in Uttar Pradesh are facing severe problem of scarcity of drinking water. Moreover, the Government has stopped implementation of the schemes regarding installation of handpumps and other drinking water

schemes. District administration speaks of non-availability of funds due to non allocation of funds by the State Government. During summer season this problem will become more severe. In this year's budget also Government has allocated less amount of funds for drinking water schemes as compared to last year. When the situation of drinking water is so pathetic at present, it is likely to worsen during the peak summer season.

Mr. Speaker, Sir, it is a rocky area. Wells cannot be dug. Rivers and canals have dried up. Hand pumps have also dried up. Therefore, through you, I would like to request the Central Government to take immediate steps to solve the drinking water problem in Banda and Chitrakoot districts of Bundelkhand region.

SHRI SATYAVRAT CHATURVEDI (Khajuraho): Mr. Speaker, Sir, I associate myself with the feelings of hon'ble Shri Ram Sajivan. I would like to say that the whole of Bundelkhand region is facing the acute shortage of drinking water and the problem should be solved immediately.

SHRI PRAHLAD SINGH PATEL (Balaghat): Mr. Speaker, Sir, I would like to draw the attention of the Government towards an international conspiracy against India. There is an international organisation known as WWF which has hatched a conspiracy against India for the last two years. In a map released by this organisation, Arunachal Pradesh has been shown as a disputed territory between India and China. More than half of Jammu and Kashmir has been shown as a disputed territory in that map. The seriousness of this matter is that in June, 1999 a D.O. letter was written by the then Minister Shri Suresh Prabhu and in reply to which WWF had given an assurance that the map would be rectified. However, unfortunately, a world map has been released during last week also in which whole of Jammu and Kashmir has been shown as a disputed territory. Arunachal Pradesh has been shown out of our national boundary. I would like to invite the attention of the Government towards a fact that the trustees of WWF India have also opposed it. One of the trustees has resigned over this issue. Even the Chief of the Organisation has opposed it. It is regrettable that inspite of all this, WWF India is trying to distribute that map all over the country though as per the law of our country a person publishing a wrong map should be imprisoned. While drawing the attention of the Government to it, I would request that the activities of WWF India should be immediately stopped and Ministry of External Affairs is requested to take immediate action in this regard.

[English]

SHRIMATI RENUKA CHOWDHURY (Khammam): Sir, I have been asking for permission to speak on a serious issue. When we politely sit and raise our hands, we are not given an opportunity to speak. But whenever somebody shouts, he gets an opportunity. I feel really discriminated and deprived...(*Interruptions*) I am not blaming you. When two or three Members stand up like Jack-in-the-box all the time, there is no censure given to them.

SHRI VAIKO: You first worry about your own colleagues.

SHRIMATI RENUKA CHOWDHURY: I will manage my colleagues. I am worried about managing you.

Sir, I must be allowed to make my submission. I am asking you through parliamentary decorum.

MR. SPEAKER: Normally, we call the names of only those Members who give their notices to the Notice Office before 10 a.m. Sometimes, if the leaders want to raise any important issue, the Chair permits them to raise it.

SHRIMATI RENUKA CHOWDHURY: I appreciate it. But I have the privilege of associating myself with the point of view. This is part of my privilege.

[Translation]

SHRI SUBODH MOHITE (Ramtek): I also share the concern expressed by Madam.

[English]

I am thankful to you for giving me an opportunity. I have been trying to have this opportunity since last week but only today, I have got it.

[Translation]

This matter is very serious. I have been elected first time, but I have been witnessing this problem since my childhood. At the age of 35, I have got an opportunity to express about this problem before the Parliament. I understand that.

[English]

It is a golden opportunity.

[Translation]

Shri Narsimaha Rao had also represented the area, which at present is being represented by me. There is a coal mine near my house. However, there are many coal mines near my house. Since my childhood, I have been observing that coal is transported through trucks and coal is falling from the trucks.

It appeared to me that large scale bungling was going on, but I was not having any evidence, therefore I remained silent. If you speak without having concrete proof. People call you foolish. The facts which I am going to present today are very interesting. The bungling of mineral wealth which is taking place today is a different chapter and which had taken place earlier is another chapter. It is a history and it is happening at present too. With documents.

[English]

with ample proof, I am submitting this request to you.

[Translation]

On the first day of the month, at 8 p.m. ten trucks took their way from two coal mines of Gondegaon and Kamathi.

[English]

But private parties are not entitled to carry coal after 7 p.m.

[Translation]

The trucks took their way at 3 p.m. and were stopped by the police. Then those trucks were taken by the police station. After ten minutes, those trucks were released from the Police station. I have been watching all this since my childhood. This news item was published in a leading newspaper of the area.

[English]

It is about Western Coalfields Limited. But no action has been taken by the coal department and the police department. I think there is a scandal between WCL, Coal India Limited and the police department.

13.00 hrs.

[Translation]

I have got proof. I will tell you about the incident that took place two days ago. I have got two documents, in that case the Railway Department has imposed penalty of Rs. 1.5 crore for excess loading. Therefore, I request on behalf of the people of that area that the whole matter should be probed by CBI. Shri Rudy and the entire House agree with it.

SHRI SHRIPRAKASH JAISWAL (Kanpur): Mr. Speaker, Sir, I would like to draw your attention towards a very vital problem of Kanpur. As the hon'ble Members of Andhra Pradesh have raised the issue relating to a problem of Andhra, similarly there is a problem in Kanpur too. The mills of BIC and NTC are almost closed. Earlier also I have given many notices in this regard, I met the Minister of Textiles. During election campaign the hon'ble Prime Minister had made an announcement in public meetings at Kanpur, that if he becomes the Prime Minister the textile mills of BIC and NTC will become operational in Kanpur. But till today the Government has not paid any attention in this regard. Today, the situation is such that around 10 thousand workers of BIC and NTC have become unemployed. When the Government did not pay any attention of this problem, the people of Kanpur suggested the Government that if the Government are not having enough funds to make all mills of BIC and NTC operational, then having the one unit each of BIC and NTC, it can sell the land of all the units. The Government will get trillions of rupees from this deal because these units are situated on the heart of the city. Today, the value of this land is 100 times more than the earlier. If all the units are sold and one unit of BIC and one unit of NTC is made operational the ten twelve thousand of unemployed working will get employment. The administration will have a lot of money in surplus, even after making these units operational, which can be used for other purposes. Through you, I would like to request the Minister of Textiles, the Government of India and particularly to the hon'ble Prime Minister because he had made a promise, to sell the land of those units and to give employment to the workers by making one unit of BIC and one unit of NTC operational. If the Government intends to close all the public sector units, in this way the people of our country will not tolerate this.

[English]

MR. SPEAKER: Shri Jaiswal, please take your seat. There are other Members who also want to speak. You can mention about it. I think Shri Rudy also associates with him.

SHRI RAJIV PRATAP RUDY (Chhapra): Sir, I want to associate myself with the BIC issue by stating that the BIC group has about ten sugar mills under its control. The hon. Prime Minister had assured that he would look into the matter relating to the BIC issue. I associate myself with the BIC issue for opening up of these sugar mills which are a part of the BIC Group.

[Translation]

SHRI SHRIPRAKASH JAISWAL: You can run the units of Kanpur mills, simply by selling the units of Kanpur.

SHRI RAM TAHAL CHAUDHARY (Ranchi): Sir, in Vananchal area all the trains whether it is from Patna to Ranchi, or from Patna to Palamu or from Patna to Jamshedpur, are not running for the last ten days. You can well understand that thousands of people are deprived of this facility. The people are facing a lot of inconvenience. Through you I would like to request the Government to restore these trains at the earliest.

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Mr. Speaker, Sir, the commission of scheduled castes and scheduled tribes have made a recommendation to the Government of India that the reservation facility should be introduced in science, education, judiciary and defence sectors also but the Government of India have not accepted this recommendation. Not only this it has violated article 355. I request the Government to include the people belonging to scheduled castes and scheduled tribes in these services too.

[English]

MR. SPEAKER: Next is Shri Radhakrishnan. It is about lawyers strike. The lawyers strike issue has already been raised by the hon. Members in the House one or two times. Again, you have given notice. It has already been raised. That is why, I am not calling your name.

...(Interruptions)

SHRIMATI RENUKA CHOWDHURY: Mr. Speaker, Sir, I just want to seek a clarification...(Interruptions)

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Mr. Speaker, Sir, I want to raise a very important matter regarding lawyers community. Yesterday, in Meerut the police assaulted lawyers. An agitation is already going on in Delhi. It has not been settled in spite of the intervention from many quarters. In Meerut also, lawyers are likely to go on another strike. I understand that there is some kind of conformation between the police force and the lawyers' community as a whole. This is an all-India issue. Lawyers are facing assault from the police. So, I would request the Central Government to intervene in the matter by convening a conference of lawyers as well as police officials.

The Central Government should take the initiative and bring peace among the lawyer community. The

Central Government should hear their grievances and sort out their issues. I happen to be a lawyer. I am duty bound to raise this issue and bring it to the notice of the Government...*(Interruptions)*

MR. SPEAKER: There are other lawyers in the House.

SHRI VARKALA RADHAKRISHNAN: I would request the Central Government to intervene in the matter and convene a conference, as requested by me. It is a human matter also. I would request the Minister for Human Resource Development to take initiative and bring the matter to an amicable settlement...*(Interruptions)*

SHRIMATI RENUKA CHOWDHURY: I just want to seek a clarification. The House is in Session. Today Session comes to an end. I have just learnt and I have got valuable information regarding Visakhapatnam Steel Plant. Even as the House is seized of the matter, the State Government has asked for the transfer of the land belonging to the Visakhapatnam Steel Plant, a public sector undertaking, for the development of Gangavaram Port. Earlier, the Union Government had written to the State Government saying that they will develop it as a satellite port. The Chief Minister has denied the rights to them. Where as now they have done a volte-face and even while we are debating on this issue, the transfer of this land has taken place and they have asked for it.

On Tuesday, there is going to be a Cabinet meeting where a decision will be taken for the transfer of the land of a public sector undertaking to a private organisation. I wanted to know as to what is the protection we have. Which are the fora from where we can raise this issue?...*(Interruptions)* This is the fact...*(Interruptions)*

SHRI M.V.V.S. MURTHI: The Government of Andhra Pradesh wanted to develop the Gangavaram Port on its own. The Government itself is asking the land. They are also giving the alternate land to the Union Government to the extent they require for the Steel Plant....*(Interruptions)*

SHRIMATI RENUKA CHOWDHURY: This is a distorted version. It is not the correct version, Sir....*(Interruptions)*

SHRI M.V.V.S. MURTHI: The Government is developing the port....*(Interruptions)*

SHRIMATI RENUKA CHOWDHURY: This hon. Member is misguiding the Parliament....*(Interruptions)* He stands charged as such. They are misguiding. ...*(Interruptions)* There is a record with categorically shows that the Union Government. ...*(Interruptions)*

SHRI M.V.V.S. MURTHI: The Government of Andhra Pradesh is developing the port. What is wrong in it? ...*(Interruptions)* It is between the Government and the Government. ...*(Interruptions)*

SHRIMATI RENUKA CHOWDHURY: Why the State Government accedes to this when the Union Minister of Surface Transport... ...*(Interruptions)*

SHRI M.V.V.S. MURTHI: It is not the correct version, Sir. ...*(Interruptions)* Gangavaram is a minor port. This port belongs to the Government of Andhra Pradesh. ...*(Interruptions)* I want to straighten the facts. ...*(Interruptions)* She wanted to say something and she said. Now, you have to allow me to say something. ...*(Interruptions)* Why is she interfering? ...*(Interruptions)*

Sir, I belong to Visakhapatnam constituency. I have to put the record straight and it is my duty to straighten the record. ...*(Interruptions)* Gangavaram Port belongs to the Government of Andhra Pradesh. There are no two opinions about it. The Government of Andhra Pradesh wanted to develop Gangavaram Port. ...*(Interruptions)* Sir, she wanted to say something and she had already made her submission. Now, she cannot disturb me like this. Everybody gives a distorted version. Everybody wants to involve in this matter as if they are the saviours. Everybody feels that they are the saviours of this country and everybody feels that they are the saviours of this Government. Why should they feel like that? ...*(Interruptions)*

Sir, Gangavaram Port belongs to the Government of Andhra Pradesh and they wanted to develop Gangavaram Port. It is the primary duty of the Government of Andhra Pradesh to develop the minor ports. It is not a major port. Gangavaram Port is a minor port which is under the purview of the Government of Andhra Pradesh. The land has been acquired earlier by the Visakhapatnam Steel Plant. So, the Government of Andhra Pradesh is requesting them that land should be handed over to the Government of Andhra Pradesh. If the land is being handed over to a private party, I would not have accepted. The Government of Andhra Pradesh has got every right to take the land from the Visakhapatnam Steel Plant, which is not in use. Alternatively, the steel plant is being given sufficient land. ...*(Interruptions)* So, it is a baseless allegation that she has made. I challenge her to prove that the steel plant land is being acquired by a private party. ...*(Interruptions)* The Government of Andhra Pradesh is acquiring that land for developing Gangavaram Port. The Government of Andhra Pradesh has got every right to ask the Union Government to hand over the land for port development. It is a matter between Government of Andhra Pradesh and the Union Government.

MR. SPEAKER: Shri Murthi, it is all right. Please conclude now.

SHRI M.V.V.S. MURTHY: Sir, the Government of Andhra Pradesh is requesting the Union Government to hand over the land to them. How does a private party come into the picture here? ...*(Interruptions)*

MR. SPEAKER: Shri Murthy, please take your seat. Shri Ramdas Athawale.

...*(Interruptions)*

MR. SPEAKER: Nothing will go on record except what Shri Ramdas Athawale says.

...*(Interruptions)**

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Mr. Speaker, Sir, I would like to draw the attention of the House towards a very important issue. Dr. Baba Saheb Ambedkar was one of the prominent Members of the Drafting Committee of the Constitution of the country. He had done a lot for the welfare of the poor and Dalits** He was one of the prominent Members of the Drafting Committee of the Constitution.

[English]

SHRI RAJIV PRATAP RUDY: Mr. Speaker, Sir, he cannot say anything against a Minister who is not present in the House. The rules of the House do not permit him to raise any issue pertaining to a Minister who is not present in the House.

SHRI RAMDAS ATHAWALE:*

MR. SPEAKER: This will not go on record.

...*(Interruptions)**

MR. SPEAKER: Dr. Sengupta, you have given a notice. Such matters cannot be raised in the House.

...*(Interruptions)*

MR. SPEAKER: If you want any clarification, you could come to my chamber.

...*(Interruptions)*

MR. SPEAKER: Nothing will go on record except what Dr. Nitish Sengupta says.

...*(Interruptions)**

*Not recorded.

**Expunged as ordered by the chair.

DR. NITISH SENGUPTA (Contai): Sir, actually, the Vizag Plant was primarily an export-oriented plant.

MR. SPEAKER: Dr. Sengupta, that matter is over. You are again raising this issue. What is this?

...*(Interruptions)*

MR. SPEAKER: The Minister has already given a reply.

...*(Interruptions)*

MR. SPEAKER: How many times do you want to raise this matter? This is not the proper way.

DR. NITISH SENGUPTA: That is a very important matter. ...*(Interruptions)* I know the fact. ...*(Interruptions)*

SHRI NEPAL CHANDRA DAS (Karimganj): Mr. Speaker, Sir, a severe cyclone has hit certain areas of Karimganj District of Assam on the 9th March, 2000 causing immense hardships to the people. The cyclone was so severe that it had uprooted trees, damaged houses and badly destroyed the standing crops. The cyclone with its fury rendered thousands of persons shelterless.

Thousands of persons have become homeless and they need immediate financial help for their rehabilitation. They are at the mercy and clemency of the State Government but the State Government's poor financial condition and their indifferent and apathetic attitude towards the affected persons have added fuel to the fire.

I demand that the Central Government should immediately come forward and extend all possible financial or material help to the affected persons for their rehabilitation. I am afraid, if immediate help is not extended to these persons by the Central Government, the plight of the affected persons would soon double in size, sorrow and miseries.

13.18 hrs.

MATTERS UNDER RULE 377

(I) Need for Delimitation of Parliamentary Constituencies

[Translation]

SHRI VIJAY GOEL (Chandni chowk): Sir, there are many dissimilarities in all the Parliamentary constituencies of the country as compared to earlier. From the electorate point of view some Parliamentary constituencies in the

country are too big and some are too small. Therefore, Government should at once start the work of delimitation of Parliamentary constituencies. Due to dissimilarities of Parliamentary Constituencies, the funds provided by the Union Government under MPLAD schemes is adequate for some constituencies but does not suffice the need of those constituencies where the population of electorates are 20-25 lakh.

This is the reason for resentment among the electorates and it is a very difficult task for a Member to manage 20-25 lakh electorates.

Hence, it is necessary that the Ministry of Home Affairs should immediately bring about a Bill in the House seeking delimitation of Parliamentary constituencies and get it passed. The Government should not wait for the census. The work of delimitation should be started on the basis of last census.

- (ii) **Need to look into the problems of suburban commuters of Mumbai.**

[English]

SHRI KIRIT SOMAIYA (Mumbai North East): Sir, the number of commuters travelling daily in suburban trains of Mumbai has now gone up to 59 lakh. Almost 20 lakh have increased in the last ten years. But the number of trains has not been increased in that ratio. The passengers are facing a lot of hardships. The Railway Authority had declared to increase coaches and trains but nothing appears to have been done. The promise to convert all nine-coach trains into twelve-coach trains has not been implemented. There is an urgent need to provide funds and convert all nine-coach trains into twelve-coach trains. An action programme for conversion is necessary. The Government must declare time-bound programme.

- (iii) **Need to Provide Financial Assistance to State Government of Rajasthan for solving acute drinking water problem in Jaipur.**

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, the situation of famine in Rajasthan is very grim. The famine relief work has not been started. The summer season has started, the water level in wells has gone down and handpumps are out of order. The dams and ponds in villages have dried up and they are in dilapidated conditions and in such a condition it is difficult to store water in these dams and ponds. The repairing work of dams and ponds is very necessary before the monsoon so that the water level of these wells could be increased.

In Jaipur city, there is no water in Ramgarh dam and it has become difficult to get water once in a day in Jaipur city. To streamline the water supply in Jaipur, it is necessary that water is brought from Banas river. The expenditure on this project would be Rs. 150 crore. Since, State Government is not capable, therefore, Union Government is requested to provide funds to State Government of Rajasthan for this purpose.

- (iv) **Need to Declare "Pashupati Temple" in Mandsaur District in Madhya Pradesh as a place of tourist importance and provide Funds for its Development.**

DR. LAXMINARAYAN PANDEYA (Mandsaur): Sir, in order to boost the tourism industry and growing attraction for tourism in India, some archaeological, historical and famous cultural places despite being famous in the public at large are missing from the tourist map of the country. World famous Pashupati Nath Temple situated in Mandsaur district of Madhya Pradesh, Bhadwa Mata Temple famous in India, Kirti Stambh of Saundhavi, Hainglaigarh and Dharam Rajeshwar etc. are some such places. Mandsaur famous as Dashpu has maintained the ancient heritage of Shaiva and Jain culture.

I request the Minister of Tourism that from the point of view of tourism 'Mandsaur' should be included in the list of tourist places and the 'Pashupati Nath Temple' of Mandsaur should be declared as a tourist spot so that this place which has maintained the ancient, historical and cultural heritage could get due importance.

- (v) **Need to approve the proposal of Kerala Government for the Rehabilitation of farmers residing in lease-hold forest land in and around Sultan Batheri Wild Life Division in Wayanad District.**

[English]

SHRI K. MURALEEDHARAN (Calicut): Sir, I would like to bring to your kind notice about the sad plight of the poor farmers residing in and around Sulthan Batheri wild life division in Wayanad district of Kerala. They live in the forest land having in their possession small plots of cultivable forest and taken on these by them many years ago. They are not encroachers, and in fact they were in those days persuaded by the then Governments to settle down in the fertile areas of forest under the grow-more food scheme. In Wayanad, there are about 800 small holdings in different parts converging a total area of 500 hectares of forest land. These farmers do not have their own holdings, nor do they have any right to construct good houses to live in, or to avail loan to

[Shri K. Muraleedharan]

improve their cultivation. They have no security whatsoever against attacks by wild animals nor do they have any right to claim compensation for damage of property or loss of life. In this connection, recently the Government of Kerala have prepared a scheme to rehabilitate the farmers, either by giving them land away from the forest or by giving them reasonable compensation. This scheme can be materialised, only if the Central Government approve the same. I therefore, request the Government to come to the rescue of these ill-fated human beings.

(vi) Need to install a 10 KW FM Transmitter at Cuddapah Station of AIR in Andhra Pradesh

SHRI Y.S. VIVEKANANDA REDDY (Cuddapah): Sir, I would like to draw the attention of the Union Minister for Information and Broadcasting who had assured me in the House to install a 10 KW FM Transmitter at Cuddapah Station of AIR in Andhra Pradesh and also to construct a building for TV Relay Station at Proddatur, Cuddapah District, Andhra Pradesh. As at present, the TV Relay Station is being run in a rental building and the sanction of building will enable to provide better facilities to the public. Ten KW FM Transmitter at Cuddapah Station of AIR will enable the people to listen to the programmes clearly.

The people are demanding these two things for a long time, but nothing has been done so far in this regard. I therefore, urge the hon. Minister once again to instal a 10 KW FM Transmitter at Cuddapah Station of AIR and to construct the building for TV Relay Station at Proddatur of Cuddapah District, Andhra Pradesh.

(vii) Need to look into the problems of Indian nationals abroad, particularly, of the Keralites working in Gulf countries

SHRI A.P. ABDULLAKUTTY (Cannanore): There are no satisfactory arrangements for the repatriation of distressed Indians from the Gulf countries to India. Many of them who get involved in minor cases or labour disputes remain in jail for a long period even after their punishments or cases are over, on account of non-availability of return fares to India. It may be noted that the Indian labour is required to deposit an amount equivalent to one-way airfare while seeking emigration clearance from the protector of the emigrants. This amount is said to be used for repatriating the labour to India in case of destitution.

There is no provision existing to meet the expenses by the Government of India for transporting the dead bodies of our citizens who die abroad. Even countries like Pakistan allow transporting of bodies of their nationals

who die abroad to their home country at Government expense. It should be noted that the burial or cremation of dead bodies of certain communities is not permitted in many of the Gulf countries. Hence, it becomes all the more necessary that the dead bodies are transported to India for final rites.

Moreover, most of the Indian missions in Gulf countries do not have enough staff to handle the pressure of work, resulting in poor service despite the best efforts by the available staff. It is a fact that almost 60 per cent of the total Indian nationals in the Gulf are from Kerala and most of them do not know any language other than Malayalam. To extend proper service to this major section of the people, a substantial number of officers and staff deployed in the missions need to be Keralites.

SHRI G.M. BANATWALLA (Ponnani): Sir, I support his submission.

PROF. A.K. PREMAJAM (Badagara): Sir, I too support his submission.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I also support this.

(viii) Need for computerisation of ticket reservation office at Tiruchendur, Tamil Nadu

DR. A.D.K. JAYASEELAN (Tiruchendur): I would like to draw the attention of the Railway Minister. Sir, Tiruchendur is one of the major pilgrimage centers in southern India. It is one of the six abodes of Lord Karthik or Lord Muruga. Thousands of people visit this city to have 'darshan' of Lord Karthik every day. Since they come from different locations, they are not able to book their rail tickets as the reservation office at Tiruchendur has not been computerised yet. Generally, the people after travelling to Kanyakumari and other tourist centres go to Tiruchendur to have the 'darshan' of the Lord. In order to facilitate speedy reservation and also reservation from other locations, there is a dire need to computerise Reservation Office at Tiruchendur.

Hence I urge upon the Government to computerise the Reservation Office at Tiruchendur immediately.

(ix) Need to lift ban on export of coals

[Translation]

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Mr. Speaker, Sir, Nasik district in Maharashtra has maximum cultivation of onion. The onion growers are suffering losses due to ban on the onion export.

Therefore, I urge upon the Government to lift the ban imposed on onion export and Government should also bear half of the loss suffered by the growers.

(x) Need for Electrification of Sirari Railway station under Danapur Mandal in Bihar

SHRI RAJO SINGH (Begusarai): Mr. Speaker, Sir, the Sirari Railway station of Danapur division in Bihar was constructed 20 years back and since then it is serving the passengers. But no proper electricity facility has been provided after such a long time. As a result railway employees do not work after day time and passengers also feel insecure in the night at Railway Station. Hence, the Ministry of Railway should pay immediate attention to provide electricity facilities at the said railway station for the convenience and proper security of the passengers.

[English]

MR. SPEAKER: Hon. Members, today we have a very tight schedule and important business. That is why, if the House agrees, we can skip the lunch today.

SEVERAL HON. MEMBERS: Yes, Sir.

MR. SPEAKER: Now, the next item is consideration of Rajya Sabha amendments. Shri Balasaheb Vikhe Patil.

...(Interruptions)

SHRI G.M. BANATWALLA (Ponnani): Sir, I want to ask a clarification.

There is a Private Members' Business at 3.30 p.m. That can be shifted later on. Let us complete the discussion on the President's Address. That will be a matter of convenience for the House...(Interruptions)

MR. SPEAKER: Today, we have Private Members' Business also at 3.30 p.m.

SHRI G.M. BANATWALLA: Sir, instead of taking it up at 3.30 p.m., it can be taken up a little later. First, we complete the discussion on the Motion of Thanks on the President's Address. This will be a matter of convenience and may not be taken as a precedent.

MR. SPEAKER: Shri Banatwalla, today we are initiating the debate only. The initiator and the seconder will only speak today.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Sir, as we agreed in the BAC, I would like to request all the hon. Members of the Opposition also that let the Motion of Thanks on the President's Address be initiated only today. Then, it could be taken up in the next session.

MR. SPEAKER: That is what we have decided in the leader's meeting.

SHRI PRIYA RANJAN DASMUNSI: Please take the sense of the House, if you require. Then, we can go in that order.

MR. SPEAKER: Now, we are going in that order only.

Now, Shri Balasaheb Vikhe Patil.

13.33 hrs.

**SMALL INDUSTRIES DEVELOPMENT
BANK OF INDIA (AMENDMENT)
BILL, 1999—**

Amendments made by Rajya Sabha

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI BALASAHEB VIKHE PATIL): Sir, I beg to move:

"That the following amendments made by Rajya Sabha in the Bill to amend the Small Industries Development Bank of India Act, 1989, be taken into consideration:-

Enacting Formula

1. That at page 1, line 1,-

for "Fiftieth" substitute "Fifty-first"

Clause 1

2. That at page 1, line 3,-

for "1999" substitute "2000"

Clause 3

3. That at page 2, line 24,-

for "1999" substitute "2000"

4. That at page 3, line 1,-

for "1999" substitute "2000"

MR. SPEAKER: The question is:

"That the following amendments made by Rajya Sabha in the Bill to amend the Small Industries

[Shri Balasaheb Vikhe Patil]

Development Bank of India Act, 1989, be taken into consideration:-

Enacting Formula

1. That at page 1, line 1,-
for "Fiftieth" substitute "Fifty-first"

Clause 1

2. That at page 1, line 3,-
for "1999" substitute "2000"

Clause 3

3. That at page 2, line 24,-
for "1999" substitute "2000"
4. That at page 2, line 1,-
for "1999" substitute "2000"

The motion was adopted.

MR. SPEAKER: The House shall now take up the amendments made by the Rajya Sabha one by one.

The question is:

Enacting Formula

1. That at page 1, line 1,-
for "Fiftieth" substitute "Fifty-first"

The motion was adopted.

MR. SPEAKER: The question is:

Clause 1

2. That at page 1, line 3,-
for "1999" substitute "2000"

The motion was adopted.

MR. SPEAKER: The question is:

Clause 3

3. That at page 2, line 24,-
for "1999" substitute "2000"
4. That at page 3, line 1,-
for "1999" substitute "2000"

The motion was adopted.

SHRI BALASAHEB VIKHE PATIL: Sir, I beg to move:

"That the amendments made by Rajya Sabha be agreed to."

The questions is:

"That the amendments made by Rajya Sabha be agreed to."

The motion was adopted.

13.35 hours

[Translation]

MIZORAM UNIVERSITY BILL

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): Mr. Speaker, Sir, I beg to move:—

"That the Bill to establish and incorporate a teaching and affiliating University in the State of Mizoram and to provide for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration."

[English]

MR. SPEAKER: Motion moved:

"That the Bill to establish and incorporate a teaching and affiliating University in the State of Mizoram and to provide for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration."

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Speaker, Sir, though our distinguished colleague, Shri P.R.Kyandiah was very keen to be in the House today to move his Amendment and everything, but he is not at present to be seen, maybe because of some preoccupation. But till yesterday he was very keen.

I do not like to argue much on this Bill. It is a very important legislation. Through you, Sir, I would like to convey the feelings of our party from this side to the hon. Minister of Human Resource Development. The Mizoram university itself is a symbolic one, not only to impart education in that area but also to bring the upcoming generation of our country to the mainstern of our nation who have lots of aspirations for the future of the country.

**Moved with the recommendation of the President.*

I recall, and the hon. Minister may agree, that Mizoram, the small area of our country, has had enough sufferings in the past. On umpteen number of occasions, it so happened that innocent people had to lay their lives in those days of insurgency. It was our late beloved Prime Minister, Shri Rajiv Gandhi, who initiated talks with Shri Laldenga, and the latter came back and accepted the concept of India's federal structure and the Constitution of India. In those days we asked our own Chief Minister, Shri Lalthanhawla to step down and accommodate him to give an example for the process of bringing the people into the mainstream. Thereafter, the aspirations of the young people of that area have become very high to take part in all activities of this country. I am thankful that without any political mileage from any party, the entire nation itself tried to take the entire North-East into account on all the occasions and even our present Prime Minister and the present Government is trying their best to respond to the cause of the people there and to initiate a dialogue with those forces who still feel that they should not come back to the mainstream.

Yesterday only, the hon. Home Minister had made a statement appealing again to the militants to leave the guns and shun violence and come to the table for discussion. These are no doubt our very noble initiatives. I am taking this opportunity to say this because the Mizoram University itself shall provide a message to the youngsters of that region not to confine to Mizoram alone but to the entire North-East. Be it in Kashmir, be it in Gujarat, be it in the North-Eastern part, India's cultural traditions, India's concept of unity should be focussed in the academic curriculum in such a manner that the cultural ego, ethnic aspirations, linguistic arrangements of the entire North-East are well manifested in their academic curriculum so that they feel that they are equal partners in the entire country, irrespective of being a part of that region.

Whenever we go to a public platform, we often talk about the concept of the Aryans and the non-Aryans or, the Dravids and the Aryans. But we should re-define the whole concept once again. As Aryans, non-Aryans and Mongolians, we try to submit ourselves together to the mainstream of the Indian culture.

Sir, long back when I was discussing one day with the then Chief Minister Shri Lalthanhawla, he told me: 'All of you the public figures go and address meetings in the name of Aryans and non-Aryans. But you never said the point that the Mongolians also tried to submit and compromise and accept the basic broad stream of India's culture'.

I hope, Sir, that in the years to come the Mizoram University shall fulfil these arrangements and aspirations of the upcoming youngsters who are to take care of the nation in the future. I hope that in future from Mizoram itself therewith be a number of upcoming young talent to take care of the special responsibilities of this country.

In conclusion, I will convey through the hon. Minister today that in the entire North East there was a brave young man—when Assam was not the Assam in this fashion like Mizoram, Nagaland and Meghalaya. That brave young man, Shri T. Aao, carried the Indian national flag to the field of Olympic movement as the Captain of India's Olympic football team. He died one year back. In the past one year, through my activities in this course of one year, they have been asking for one thing. Sir, football is the most popular game in the entire North East. They came to me and talked to me.

You construct stadiums in the name of Pandit Jawaharlal Nehru, Shrimati Indira Gandhi and others who were all brave citizens of the country and who were freedom fighters. We all salute them.

But can you not preserve the memory of this great young man, who hails from this North Eastern zone, who carried the Indian national flag and kept the flag flying in the Olympic field in those days? Can you not construct a stadium in his memory? We cannot afford to have that money.

13.42 hours

(SHRI P.H. PANDIYAN *in the Chair*)

Sir, I am thankful to the hon. Prime Minister. He has told me to prepare the project and that he would see that the message is sent to the youth of the North East. He said that it comes under Department of Sports in the Ministry of Human Resource Development. I told the hon. Prime Minister that it would be difficult for the Ministry of Human Resource Development to provide the money for such a construction to fulfil the aspirations of the youths of the North-East. Then he asked me to prepare the full project and then to meet him.

Only in the last week, some people from the North-East came here. I took them to the hon. Prime Minister and to the hon. Minister of Home Affairs. I told the hon. Minister of Home Affairs that if a bulk of the money that is spent to meet the challenge of insurgency and the money that is spent to maintain law and order by the Home Minister, is dedicated in the memory of late Shri T. Aao for a proper stadium there, even the youngsters of Mizoram University and the youngsters of Nagaland

[Shri Priya Ranjan Dasmunsi]

and Meghalaya can go there and fulfil their aspirations that here is a man who carried our national flag and tried to provide a message to the entire world in the Olympic field and they also would feel honoured.

Sir, I am sending this proposal also to the hon. Minister of Human Resource Development very soon. The people from that area came and met the hon. Prime Minister and the hon. Minister of Home Affairs. I defended the case of the hon. Minister of Human Resource Development that his Budget is very limited and I tried to draw the attention of the hon. Minister of Home Affairs that they give a special category to it and it could be considered.

With these words, I convey my best wishes to the youngsters and the upcoming generation of the North East and I desire and feel that in the long run this Mizoram University shall produce such outstanding and talented people who will be proud to become a Mizo, a North-Easterner and at the end of the day a great Indian.

With these words I thank you and I thank the hon. Minister for bringing the Bill.

PROF. A.K. PREMAJAM (Badagara): Mr. Chairman, Sir, I am extremely thankful to the respected chair for having given me this opportunity to participate in the discussion on the Bill to form the Mizoram University which is now introduced by the hon. Minister of Human Resource Development, Shri Murli Manohar Joshi.

Sir, I support the Bill, but with certain reservations. As hon. Member Shri Dasmunsi had already mentioned, it is the long-cherished aspiration of the people of Mizoram to have a University of their own covering the entire geographic jurisdiction of the State. We all know that the State came into origin as a result of the Mizo Accord of 1986. Ever since the formation of this State the people of that part of our country have been longing and dreaming for this particular University.

I am sure that this will be an important measure in the right direction to bring the North-Eastern part of our country into the mainstream of the national life. As all of us are aware, the insurgency is going on there even now. I feel—I do not say that this is the only reason—one of the reasons for the unrest that has been prevailing in the North-Eastern part is that all along, this region has been neglected to some extent. I do not blame anyone and I do not pinpoint anybody. So, on behalf of my party, I support this Bill.

I would like to mention only a few things in this regard. Presently, the North-Eastern Hill University is serving the needs of the State of Mizoram. In this Bill at page 11, clause 33, the provision is:

"Every person who, immediately before the commencement of this Act, is holding or discharging the duties of any post or office in connection with the affairs of the North-Eastern Hill University in any area which on that date falls within the State of Mizoram shall be deemed to have been transferred to the services of the Mizoram University on the same terms and conditions and to the same rights and privileges as to pension, gratuity..."

Sir, it would be very beneficial to those who serve the North-Eastern Hill University if they are given an option to remain in the University, of course, within a prescribed time limit. That would help a few people who would be desirous of remaining in the same University, that is, the North-Eastern Hill University.

Another point which I would like to bring to the notice of the hon. Minister, through you Sir, is that the court, the Executive Council and the Academic Council, alongwith the Board of Studies, actually are important bodies of this University and they would be actually deciding the various activities of the university as per the ordinances which would be passed from time to time. But, here no mention is seen about the democratic representation to the students' representatives and also the teaching staff. I may submit that it would be in the right direction if some democratic representation is given to the various bodies which actually govern and decide the future functioning of the university.

Sir, I do not want to speak at length. This legislation would definitely help the young people of the State of Mizoram to come to the mainstream of the national life. I wish that this University functions well and be an asset to the academic world.

SHRI M.V.V.S MURTHI (Visakhapatnam): Mr. Chairman Sir, the establishment of Mizoram University is a very welcome sign. It is a long cherished desire of the people of Mizoram. All the while, they are going to other places to pursue higher studies. The literacy rate in Mizoram is very high. So, having a University in Mizoram itself for them will create further desire among residents of the State to pursue higher education of doctorates and other degrees. Also, it gives a gateway to develop their own Mizo language. So, I really congratulate the hon. Minister, Dr. Murli Manohar Joshi for having thought of giving them the gift of establishing this Mizoram University. It will serve the hinterland as well as the country.

Also, it is an act of national integration. We should take any university as an act of national integration. A university imparts education universally. Once you establish this University in Mizoram, people from other places will also go to Mizoram. So, there will be promotion of national integration by way of starting this university. On behalf of Telugu Desam Party and on my own behalf, I welcome the establishment of Mizoram University.

SHRI VANLAL ZAWMA (Mizoram): Mr. Chairman, Sir, thank you very much. I am the only Member from Mizoram and, that is why, I would like to speak on behalf of the people of Mizoram.

First of all, I would like to thank the hon. Minister of Human Resource Development, Dr. Murl Manohar Joshi, for introducing this Mizoram University Bill before the Parliament, to fulfil the long felt desire and demand of the people of Mizoram State to establish a separate university. This establishment of the Central University in Mizoram State would meet the aspirations and needs of the people of Mizoram, my Constituency.

For information of the hon. Members, I would like to say that Mizoram State is the southernmost part of the North-Eastern States. The total area is only 21,000 square kilometres. Two-thirds of its boundary is international boundary—Bangladesh and Myanmar—in the West, in the South as well as in the East; only one-third of its boundary is with Assam, Manipur and Tripura.

Mizoram came under the British Rule only in the last decade of the Nineteenth Century. With the coming of the British, Christian Missionaries came and introduced this western education for the people of Mizoram in the first decade of the Twentieth Century. Fortunately, Mizos are education-loving people. As the hon. Member mentioned just now, we have the highest literacy percentage in India. The literacy percentage is 95, out of which, 94 per cent are from the female section and 96 per cent are from the male section. We are proud of having the highest literacy percentage in India.

In the mean time we have no separate university of our own. We are under North-Eastern Hill University; its headquarters is at Shillong, which is more than 400 kilometres from Aizawl, the Capital of Mizoram. We have to go to Assam and to Meghalaya to reach the University Headquarters, Shillong.

The people of Mizoram are really happy to have this Bill be passed in this august House. On 23rd of December 1999, as a result of the hon. Minister's efforts, the Rajya Sabha had passed this Bill I hope that we will be able to pass this Bill.

I like to point out one thing. In 1986, as the hon. Member has mentioned just now, the Mizo National Front and the Government of India have signed a peace accord. As per the peace accord, the terms and conditions which were to be fulfilled by the Mizo National Front have been fulfilled, but the Government has not fulfilled two conditions one of which is the establishment of a separate University in Mizoram.

The promise for establishment of a separate High Court has not yet been fulfilled. Today, however, one of the two promises, that is establishment of a Central University, is going to be fulfilled. We are hoping that the promise of providing a High Court to Mizoram would also be fulfilled soon. It may be noted that the most peaceful State in India is going to have a University and at the same time we are hoping for the establishment of a High Court in the future.

Sir, I have gone through the Bill and there is not much to say about it. But I would like to mention one point. One Member has already spoken about. That is about para 33 of page 11 of the Bill regarding the transfer option of the employees who are working under NEHU in the State of Mizoram. This is about the employees who are in the campus and in the NEHU Services.

I quote this para. It says:

"Every person who, immediately before the commencement of this Act, is holding or discharging the duties of any post or office in connection with the affairs of the North-Eastern Hill University in any area which on that date falls within the State of Mizoram shall be deemed to have been transferred to the services of the Mizoram University on the same terms and conditions and to the same rights and privileges as to pension, gratuity, provident fund and other matters as he would have been had under the North-Eastern Hill University Act, 1973."

Sir, hon. Member of Parliament, Shri P.R. Kyandiah, the former Governor of Mizoram, has given a notice for amendment of this section. I support the amendments. I once again to request all the hon. Members to support this Bill and at the same time I extend my thanks, on behalf of the people of Mizoram, to the respected Prime Minister of India, to the hon. Minister for Human Resource Development and to all the hon. Members of Parliament who are supporting this Bill.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Sir, I am very much thankful to you for giving

[Shri Sansuma Khungur Bwiswmuthiary]

me this opportunity to speak on the Mizoram University Bill, 1999, and the same time, I would also like to thank Shri Atal Bihari Vajpayee, the hon. Prime Minister of India and Dr. Murli Manohar Joshi, the hon. Minister for Human Resource Development for having introduced this most significant and important Bill for establishment of a Central University in Mizoram.

Sir, while participating in the discussion on the Mizoram University Bill, 1999, I am sorry to say that although I very heartily welcome this University Bill, yet I would like to appeal to the Government of India to accord similar and equal justice to the people of the Bodoland Territory as well by undertaking a noble venture to set up a Central University for the people of Bodoland. It is because we have been discriminated against everywhere in all spheres, be it in national life, or social life or in our regional life.

Sir, to support my argument I would like to make some very salient points. There are seven States in the entire North-Eastern Region. For seven States, we are having twelve (12) Universities, of course, along with this proposed University in Mizoram. The Government of India has already set up one Central University in the name of North-Eastern Hill University at Shillong.

14.00 hrs.

The next central university was set up in Silchar in Assam with the name Assam Central University. It is located on the southern bank of river Brahmaputra. The third central university was set up at Tezpur, That is also located outside Bodoland territory in Assam. The next one is Nagaland University which also is located outside Bodoland territory. There is another Central University called, perhaps, Manipur Central University and that is also located outside Bodoland territory. In addition to this all, another Central University i.e. the Central Agricultural University was also set up at Imphal. This Mizoram University is the Seventh Central University to come up in the north-eastern region.

There are five State universities in the North-Eastern region besides 7 Central Universities as mentioned above. One is Guwahati University which is located on the southern bank of river Brahmaputra outside Bodoland territory. The next one is Durgam State University and that is also located on the southern bank of river Brahmaputra. There is also a State Agricultural University or Jorhat, Arunachal Pradesh is in relation to Assam. Having a separate State university The tiny State of Tripura too has a separate State University. But we the

indigenous Bodo people, whose number is not less than 35 lakh within the proposed Bodoland State out of about 70 lakh population of the proposed Bodoland state territory, have been discriminated against in respect of setting up of a central university.

I would like to appeal to the Government of India, particularly to hon. Prime Minister and hon. Minister of Human Resource Development, Dr. Murli Manohar Joshi who are sitting here, to take a very positive and pragmatic policy decision to set up a central university in the Bodoland area also. Otherwise, the Government's objective to bring us up on par with the rest of the country will not be possible at all. The Government has been talking about the development of North-Eastern region. Very recently, it announced a special economic package of Rs. 10,271 crore for the region. But, for us, the Bodo people, Government has announced hardly Rs. 30 crore for a year and that too only for three years. Why is it announced for only three years?

[Translation]

It is very surprising and disheartening and hence I would like to request hon'ble Prime Minister that no discrimination should be done with the people of our Bodoland area, we should also get equal justice and efforts should also be made to set up one Central University in our Bodoland area at the earliest. The Leaders of India used to say that there is no shortage of fund in India.

[English]

If this is the position, why cannot the Government of India spend a few more crores of rupees and set up a central university in the Bodoland area? If the Government is so kind to us, it should concede to this command. My humble appeal is that until and unless the Government concedes this genuine demand of the Bodoland people, we cannot be happy at all.

With these few words, I do strongly support this Bill. This is a very welcome step. I once again appeal that in the interest of the people of Bodoland area, a policy decision for setting up of a Central University at Kokrajhar, should be taken by the Government in favour of Bodoland people also.

[Translation]

SHRI RAJO SINGH (Begusarai): Hon'ble Mr. Chairman, Sir, I support this Mizoram Central University Bill, 1999 which has been brought before us after being passed by Rajya Sabha. A Central University is being set up in the North-Eastern Region after long time for which I congratulate Dr. Murli Manohar Joshi.

Our many colleagues have expressed their views in the House. The youths particularly of Mizoram will not opt a wrong path and they will be benefited by this University. There are so many Central Universities in India which are in a poor condition. The Government of India particularly the Minister of Human Resource Development have to consider this issue seriously and promptly. In a few hours, this Bill will be passed by Parliament and it will be forwarded to President for his approval and thereafter it will become an act. It has 47 clauses. It has been stated that there will be Academic Council, Senate and Syndicate. But the present situation in Indian Universities are not favourable for Senate and Syndicate.

14.06 hrs.

[MR. SPEAKER in the Chair]

The Vice-Chancellors of such Universities run them in the manner they wish whether it is Hindi University of Banaras or Muslim University of Aligarh.

[English]

MR. SPEAKER: Rajo Singh, there is a statement to be made by the hon. Prime Minister now regarding his recent visit to Mauritius. You may continue your speech after his statement is over.

Yes, the hon. Prime Minister, please.

14.07 hours

[English]

STATEMENT BY PRIME MINISTER

Prime Minister's Visit to Mauritius

THE PRIME MINISTER (SHRI ATAL BIHARI VAJPAYEE): Sir, the House is aware, Mauritius and India have enjoyed a very close and traditional friendship. This has been continuously fostered through visits at the highest level. I was invited by Dr. Navinchandra Ramgoolam, the Prime Minister of Mauritius to be the Chief Guest on the occasion of the first Independence Day celebrations in the new millennium. It is symbolic that 12 March was chosen by the leaders and people of Mauritius as their Independence Day to commemorate Mahatma Gandhi's Dandi Salt March. This is testimony to their commitment to the values of Mahatma Gandhi and friendship with India.

My visit from 10-12 March provided an opportunity to renew contacts at the highest level with Mauritius and to sustain the momentum in our special relationship which is deeply rooted in the strong foundation of linkages of religion, language, culture and our shared civilisational heritage.

During my stay in Mauritius, I had meetings with the President, the Prime Minister and the Vice-President of Mauritius as well as the Speaker, the Assembly and leaders of political parties. The task further widened the deep understanding and commonality of approach on bilateral and international issues which characterises our relations. It has always been our endeavour to share our expertise and experience with the Government and people of Mauritius. During my visit, three Agreements on bilateral cooperation in the field of trade and commerce, information technology and supply of coastal surveillance equipment with a credit of U.S. \$. 9 million and a Memorandum of Understanding in the field of oceanography were signed. Through these Agreements, our cooperative ties in these important areas will be further strengthened.

It was also announced during the visit that direct air links will be established between Port Louis and Chennai. This has been greatly appreciated by the people of Mauritius.

During the visit, I had the opportunity to inaugurate the Indira Gandhi Centre for Indian Culture in Mauritius which has been set up with assistance from our Indian Council of Cultural Relations. This new complex will further boost our bilateral cultural exchanges. The Centre is also expected to become a hub for cultural activities for the benefit of the Indian community in this region.

Alongwith Prime Minister Ramgoolam, I also had the privilege to lay the foundation of an educational-cum-cultural institution named after Gurudev Rabindranath Tagore at Ilot village in the Northern part of Mauritius. The Government of India would contribute US \$1 million towards implementing this project. A civic reception was organised on this occasion. Recalling our historic bonds, I assured the people of Mauritius that India will always stand by the people of Mauritius in their hour of need.

The visit helped to further cement our bilateral relations which are indeed a shining example of the close and deep mutual understanding between the two countries. It would be the policy of the Government to continue to build upon this relationship in the future.

[Translation]

SHRI SHYAMA CHARAN SHUKLA (Mahasamund): We are very eager to listen your Hindi Speeches. Some times please speak in Hindi after English.

[English]

SHRI SUDIP BANDYOPADHYAY (Calcutta North West): Sir, in addition to this, the President of the United States Mr. Bill Clinton is also visiting India.

MR. SPEAKER: How is it related to this?

SHRI SUDIP BANDYOPADHYAY: We express our total good wishes that the trip be successful. We are all eagerly waiting for the trip. We hope, this will be a memorable occasion and that Indo-US relations will get a new direction.

MIZORAM UNIVERSITY BILL — *Contd.*

[Translation]

SHRI RAJO SINGH: Mr. Speaker, Sir, I was presenting my views on the Central Universities Bill. I said that the Bill would become an Act very soon. However, I have an apprehension in my mind regarding the condition of the universities all over India. Universities whether they are central or state universities are becoming political battlefields. I would like to thank hon'ble Shri Joshi ji that after a long time the demand of the people of that area is being fulfilled in a proper manner. I believe that you will have a check over its functioning and will also maintain its democratic set up. The management of the organisation should not go into the hands of an individual as is in the case of Ahiya Khan. In that case, the organisation will not give fruitful results. I again congratulate you and express hope and confidence that the House will have the right to know that if the bill is converted into an Act and if it is duly inaugurated, it should become an institution of high standard and all the organisations like Senior Syndicate Academic Councils should function there. It should acquire the status of a standard university and I wish that the people of Purvanchal area who have left the right path, may again come to the mainstream and may be able to provide their contribution in the welfare of the country. With this hope and confidence I support this Bill.

[English]

MR. SPEAKER: Dr. Raghuvansh Prasad Singh—Absent. Since there are no other names, I now call the hon. Minister to give the reply.

[Translation]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): Mr.

Speaker, Sir, I am thankful that the House has supported this bill with unanimity. In 1986, a tri-partite agreement was held among Union Government, Mizo National Front and Mizoram Government. As per this agreement, a university was to be set up there. It was decided in 1986, however, because of so many reasons, this aspect of the Mizo Accord could not be implemented. The present Government had paid much attention towards the educational and economical progress of the purvanchal area.

Just now Shri Bwiswmuthiary has mentioned that Rs. 10 crores have been allocated for the development of whole of the North Eastern area. This proves that the Government is paying adequate attention for the development of the area. The Government is committed for educational development also. He has also mentioned that all universities are working in North Eastern region. Out of which 6 are being run by the Central Government. There is one IIT also in Guwahati which is encouraging the technical education in the area. We are hopeful that all our efforts will help in promoting the education there whether it is general education or technical education.

14.16 hrs.

(SHRIMATI MARGRET ALVA *in the chair*)

Sir, no doubt in Mizoram during last years...

[English]

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): What about Bodo land?

[Translation]

DR. MURLI MANOHAR JOSHI: This bill is regarding Mizoram. Mizoram has made a tremendous progress in respect of education which is beyond our hope. I would like to tell the House that earlier the State of Kerala was the most educated State of our country but Mizoram has left behind it in this regard. Now 95% people are educated in Mizoram. Now this State is most educated in our country. Therefore, when they have accomplished such a good task in educational sector, they should certainly be rewarded. That's why we thought to establish a university there.

With the establishment of this university, education system in Mizoram will be managed by a central university. After the establishment of the University, all schools and universities will be affiliated to it. It has been stated just now that no provision has been made in the Bill regarding the placement of those teachers and other staff who are at present working in NEHU. Where they will be deputed, whether they will remain in NEHU or

they would like to work with this new University. No proposal or amendment has been received in this regard, but the hon'ble Member has mentioned it, therefore, I would like to clarify it. The same question was raised in respect of Nagaland also. It created a lot of difficulties at that time. The first problem which will arise in the case of Mizoram is that the number of teachers will be in excess in NEHU if the teachers will intend to remain in NEHU. At present the number of teachers are in excess in Nagaland because a prescribed number of teachers is sanctioned for NEHU. Surplus number of teachers will create problems. Secondly, pension and other terms of service have been fixed for them. All the facilities which were to be given to the central universities would be given to them also. We have taken care for their safe and secured career. I must tell that in 1994 when Nagaland university was set up, the teachers who remained in NEHU are still surplus in number. It is still undecided as to where they should be absorbed. We had considered this issue seriously and arrived at a conclusion that it is in the interest of the teachers to associate themselves with the Mizoram Central University. The Government is confident and I also think that their future is safe and secure in this process.

Besides, it has also been stated that how these organisations will function. Their set up should be democratic and it should also be ensured that these institutions should work in a democratic way. I would like to assure the House that all the organisations are functioning in central university and this Bill has been drafted in view of this fact. No discrimination has been made in it. I would also like to state barring the few incidents involving the Vice chancellor nothing has been heard against the central universities. However, all educational and administrative organisations are working properly in the central universities.

We have never heard that the meeting of Board of Studies or the meeting of academic council or the meeting of Executive Council did not take place. They are functioning effectively. It has been stated that there is no representation of the students. I would like to state that the universities are free to frame their own rules and regulation in this regard. However, if an experienced person will come forward and if a proposal will be received from the university, the Government will definitely consider it. We are not against it. For the present, university is being established there and it would be better to make arrangements so that it could function effectively. We have made all the arrangements keeping in view the circumstances in which it has been set up. This university in a way is a step towards resolving the conflicts. Efforts should be made to remove the social, political, economical

or any other tensions, if any, in any part of the country and we have been successful to some extent to remove them.

My colleague raised the issue of Bodoland that a university should be set up in Bodoland also. I would like to submit that this university has been set up under a pact and I feel that the issue of Bodoland should not be associated with it. The House will consider the issue of Bodoland also. We are constantly in touch with our friends and people of Bodoland and we want tension to be eased in that region at the earliest and hope that peace is restored in North Eastern region and the entire region becomes an equal participant in social, economic and political progress.

An issue we raised that attention should be paid towards the people of mongolite origin. As I stated earlier also that our government will make constant endeavour to benefit all the communities living in the country and willing to join the mainstream. Our scientists are preparing science packages for this region so as to ensure that scientific achievements reach these people and their lives take a turn for the better with the help of modern science. We won't leave any field untouched. Our intention is to help each community join the mainstream and empower them to meet the challenges of 21st century. The establishment of university assumes greater significance from this point of view also. I wanted to get this bill passed by the end of 1999 before the adjournment of the House so as to present it as a gift to the people of Mizoram, however this bill could not be passed in this House due to some reasons even when it was introduced in this House after its passage in Rajya Sabha. This time also I wanted this bill to be introduced and passed in this House on the very day of the session so as to gift it to the people of Mizoram. However again, the House found it appropriate to hold discussion on this bill on the last day of the session. I assure you that as soon as the bill is passed in the House and the amendments made by Rajya Sabha are endorsed, it will be given the shape of an act at the earliest and will be a gift for the new year and new millennium for the people of Mizoram.

I propose that this important bill should be passed by the House unanimously.

SHRI SATYAVRAT CHATURVEDI (Khajuraho): Mr. Chairman, Sir, I would like to make a point with your permission. All of us are according unanimous support to this bill. I had written to Hon'ble Joshi ji that just as a provision is being made for university, there has been a rich tradition of stone craft in our country which has undergone many changes in all these years and it has been developed. However there has been a downfall also.

[Shri Satyavrat Chaturvedi]

I had made a request that if an academy is set up to preserve stonecraft and develop it further, it shall be a great step for the culture of our country.

[English]

MR. CHAIRMAN: It is a request to you, you may consider it.

[Translation]

DR. MURLI MANOHAR JOSHI: I shall communicate your request to the Minister of Culture as I am not in charge of the Department of Culture.

[English]

MR. CHAIRMAN: In this reply, the Minister has mentioned about Bodoland.

[Translation]

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): I did not mix it up with the issue of Bodoland University. I have requested the union government to get a bill passed for setting up a university in Bodoland. I am requesting for passage of a bill for setting up a central university in Bodoland area if not at present, then in near future or as soon as possible.

MR. CHAIRMAN: You have participated in the debate and made a speech also. Please allow this bill to be passed right now and reserve this request for future.

[English]

MR CHAIRMAN: The question is:

"That the Bill to establish and incorporate a teaching and affiliating University in the State of Mizoram and to provide for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: The House shall now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 to 8 stand part of the Bill."

The motion was adopted.

Clauses 2 to 8 were added to the Bill.

MR. CHAIRMAN: Shri A.D.K. Jeyaseelan-Not present.

The question is:

"That clause 9 stand part of the Bill."

The motion was adopted.

Clause 9 was added to the Bill.

Clauses 10 to 32 were added to the Bill.

MR. CHAIRMAN: Shri P.R.K. Kyndiah-Not present.

The question is:

"That clause 33 stand part of the Bill."

The motion was adopted.

Clause 33 was added to the Bill.

Clauses 34 to 47 were added to the Bill.

The Schedule was added to the Bill.

MR. CHAIRMAN: There is a Government Amendment to Clause 1.

Amendment made:

Page 1, line 3,-

For "1999"

Substitute "2000" (2)

(Dr. Murl Manohar Joshi)

MR. CHAIRMAN: The question is:

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

MR. CHAIRMAN: There is a Government Amendment to the Enacting formula.

Amendment made:

Page 1, line 1,-

For "Fiftieth"

Substitute "Fifty-first"

(1)

(Dr. Murl Manohar Joshi)

MR. CHAIRMAN: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

DR. MURLI MANOHAR JOSHI: Sir, I beg to move:

"That the Bill, as amended, be passed."

MR. CHAIRMAN: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

14.31 hrs.

ANNOUNCEMENT RE: MOVING OF AMENDMENTS TO THE MOTION OF THANKS ON THE PRESIDENT'S ADDRESS

[English]

MR. CHAIRMAN: Hon. Members, we now move to the Motion of Thanks on the President's Address. Hon. Members, whose amendments to the Motion of Thanks have been circulated, may, if they desire to move their amendments, send slips to the Table within 15 minutes indicating the serial numbers of the amendments they would like to move. Those amendments only will be treated as moved. A list showing the serial numbers of amendments treated as moved, will be put up on the notice board shortly thereafter. In case any Member finds any discrepancy in the list he or she may kindly bring it to the notice of the office at the Table immediately.

14.32 hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS

[Translation]

SHRI MADAN LAL KHURANA (Delhi Sadar): Madam Chairman, I beg to move:

"That an Address be presented to the President in the following terms:-

"That the members of the Lok Sabha assembled in this session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on February 23, 2000."

Madam, it is laid down in our Constitution that the President's Address is delivered on the very first day of the budget session every year which is then discussed and considered in the House taking into account the prevalent state of affairs in the country. The achievements and shortfalls are discussed. After listening to the views of all the parties, Hon'ble Prime Minister issues directions for the country. This is one of the features of parliamentary system. This time President's Address was delivered on 23rd February. I have been waiting to move this motion since 25th February and I am moving this motion after three weeks on the last day of the first half of this session.

Madam, when discussion was being held in the morning over the issue of steel, it was being projected as if the government was responsible for it. At that time, our Minister of Parliamentary Affairs had commented as to who was to blame for this state of affairs. It is not as if such a tendency has been noticed today. When Atalji became the Prime Minister in March 1998, a session was convened one week after he was sworn in as the Prime Minister. President's Address was delivered and the discussion started and all the parties occupying the opposition benches said that the country was heading towards disaster under the leadership of Vajpayee ji and that poverty was rising. The same thing has happened today also. I have read a story in my childhood which goes like this—a man returned from his office. He was tired, so he sat down and his wife went to the kitchen to prepare tea for him. Whenever one is free, one tends to peruse the papers laying around on the table. That man also saw some papers lying on the table which included a report book from the school. As he glanced at the marks obtained, he found that the marks secured were zero out of hundred in English, eight out of hundred in Hindi, ten out of hundred in arithmetic. The report reflected failure in all the subjects and a comment was written in red ink—'very poor' performance. His son was playing in the street, but when he came to know that his father had come home, he ran to his father and sat in his lap. His father slapped him three-four times and said that his son was very naughty, dull and idiot. Who did not study at all and played all day long. His son was surprised and began to think that he had rushed to his father to be loved whereas he was slapped instead. So he began to cry. When the wife heard her son cry, she rushed out of the kitchen and asked her husband that their son had come to his father to be loved but he was slapped instead. What was his fault? The husband replied as to why his wife was asking about the fault committed by their son and had she not checked his report card

[Shri Madan Lal Khurana]

which denoted failure in all the subjects and that their son had secured zero, eight, ten or twelve marks in various subjects. When the husband was venting his ire, his wife began to smile. After he had finished, the wife asked him to read the report card carefully and told him that when she was cleaning the trunk, she found this old school report book with her husband's name on it. Hence this was the report card of that man. Hence I would tell my friends as to who is responsible for the present state of affairs in the country which I am going to discuss right now and whose report it is.

Madam, we got independence in 1947 and second world war came to an end in 1945. Japan, Germany and Italy lost in that war. Japan was totally finished and ruined. Atom bombs and several such bombs were dropped in Japan and not even a single acre of land was left plain in Japan. It was destroyed. Be it parliament or industry, everything was finished. I would like to submit that Japan commenced its journey on the path of progress in 1945. When it had nothing we got independence in 1947 but we did not start our journey with such a bad position. It is said about our country-

[English]

India is a rich country inhabited by the poor.

[Translation]

We used to resolve this issue in economics...(Interruptions)

SHRI SHYAMACHARAN SHUKLA (Mahasamund): USA had helped Japan achieve the goal of self sufficiency.

MR. CHAIRMAN: Please allow him to speak first. You may reply later on.

SHRI MADAN LAL KHURANA: An assistance of four lakh crore rupees was taken. Madam, as I was saying that Japan started from Zero and is the third great economic power in the world now. Our country had an abundance of natural resources as well as many other advantages. We had fertile land, a network of rivers, mountains, mines of iron, coal, still we stand at 136th position in the world. The people of Japan worked with the spirit of nationalism.

The reason for their progress is that a feeling has been inculcated in their people that they have to build their nation. Debt is not the reason Japan does not owe as much debt as we do.

SHRI SHYAMACHARAN SHUKLA: We were under British rule for 200 years but Japan was never under foreign subjugation.

SHRI MADAN LAL KHURANA: You can speak later on. Are you satisfied with the progress of the country.

MR. CHAIRMAN: Please address to the Chair. Why are you addressing him.

[English]

SHRI AJOY CHAKRABORTY (Basirhat): You are accusing the Congress, but you are also following the same path.

MR. CHAIRMAN: Please sit down.

SHRI MANOJ SINHA (Gazipur): The same is being done in West Bengal...(Interruptions)

MR. CHAIRMAN: Please do not disturb him. Let him move the motion. You will also have a chance.

SHRI MADAN LAL KHURANA: Madam Chairman, such is the condition of our country that during summer we come to know about incidents of people dying of heat, in winter we read news reports regarding people dying of cold, in rainy season people die due to heavy rain or flood.—It is a strange country where people die of extreme weather. Such is the situation of our country that we could not provide clothing and shelter for our 34 percent population living below poverty line. We could not divert the flow of our rivers and rivulets towards our fields for irrigation. That water flow to the sea and goes waste.

Madam, chairperson, since independence the tenure of Congress Government has been the longest in this country in comparison to the tenures of Governments formed by other political parties. I would like to cite only two examples firstly our farmers work hard for producing foodgrain but we could not utilize it properly. There are several areas in this country like Kalahandi where people are compelled to sell their children just for the sake of one sack of foodgrain. This is the type of picture that has been presented here. FCI handles sale and purchase of foodgrain and its distribution through out the country. In 1997 CAG has stated in its report that the quantum of foodgrain shown on papers is not actually available in the godowns of FCI, and suggested that inquiry should be conducted in this matter. When the Government asked CAG to conduct an inquiry into this then the latter expressed its inability to do so. Later on, the Government of India engaged a foreign agency named 'S.G.S.' for conducting inquiry regarding quantum of foodgrain in FCI and paid Rs. 11 crore to it. It means that a foreign company was invited to conduct this inquiry. I came to know that this company found 4.7 lakh tonnes of

foodgrains short in godowns as compared to the figures shown on papers. It means that foodgrains worth Rs. 375 crore was short if we calculate the price at a rate of Rs. 8 per kg.

Madam Chairman, my question is as to where so much foodgrains have gone? FCI wants to know about the methodology employed for this inquiry. Recently the Minister of Food conducted raids on godowns situated nearby Delhi and found that 21 thousand tonnes of rice was stinking and was of poor quality. It was not fit for human consumption. Madam, I am telling all this because farmers work very hard for producing foodgrains and in the absence of proper storage facility it does not reach the consumers and gets wasted and consequently the consumers are dying for want of foodgrains. This condition of the country is the result of mismanagement by Congress Government during the last 50 years.

14.44 hrs.

(SHRI P.H. PANDIYAN *in the chair*)

Mr. Chairman, Sir, I would like to tell about the sorry state of affairs in the FCI. In 1994 FCI gave paddy worth Rs. 400 crore to 400-500 mills for shelling and processing but so far these mills have not returned even 1 kg rice to FCI. Sir, through you I demand that CBI inquiry should be conducted in this regard.

Mr. Chairman, Sir, I am saying all this because farmers put in hard labour for producing foodgrains and it does not reach the consumers and the poor in the absence of proper storage facility or due to pilferage. Mismanagement of Congress Government is responsible for it. Just now Shuklaji was saying that our country has secured huge loan. I would like to tell that external loan of Rs. 4 lakh crore has been received during last 50 years and this is besides internal debt. India pays Rs. 90 thousand crore as interest on the external debt and instalment of repayment of this loan is Rs. 1 lakh 7 thousand crore which is paid every year and thus annually Rs. 1 lakh 97 thousand crore is paid. Total revenue collected by the Government through taxes is Rs. 1 lakh 82 thousand crore where as instalment is Rs. 1 lakh 97 thousand crore. As regards the non-performing assets, our bad-debt stands at Rs. 91 thousand crore as shown by banks as on March 1997, the amount of bad debt of other financial institutions stands at Rs. 27 thousand crore. In all Rs. 78 thousand crore has been put in bad debt which cannot be recovered. This is the position of the country. In 1991-92 the non-plan expenditure increased to Rs. 2 lakh 6 thousand 882 crore from the earlier 80 thousand crore. Today we are suffering due to ill-effects of mismanagement of last 50 years. Priorities relating to

basic needs were ignored. For example poverty has increased. All the citizens of the country could not be provided with basic requirement of drinking water, basic education and health facility. This led to mistakes which were unavoidable. 50 years' old Kashmir problem, problem of terrorism in north-east and other parts of the country have become more serious economy was mismanaged; external as well as internal debt was sought in bulk which have affected the resources of Union Government badly. Above all mismanagement at various levels created problems in formulating and implementation of policies and programmes. Such problems were created due to corruption and bureaucracy and dreams of the people were shattered.

It is really sad that even so many years after independence 50 percent of population is deprived of the benefits of development. Now India is moving towards 21st century and more than 35 percent population of the country is living below the poverty line. About 50 percent population is illiterate and around 40 percent population is not provided with clean drinking water facility. 70 percent people have not been provided with sanitation facilities. In progress of basic infrastructure...(Interruptions)

SHRI SATYAVRAT CHATURVEDI (Khajuraho):
Khurana ji are you reading out quotations?

SHRI MADAN LAL KHURANA: I am reading the quotation. Records were set by our hard-working farmers. As I have stated just now that on the one hand record was set in the matter of foodgrains production but on the other hand rural India lagged behind due to neglect of agriculture, irrigation, industry, artisans and craftsmen.

Today, there is a need of huge resources to develop social infrastructure, agriculture and irrigation facilities. Our achievements are not upto the mark in the field of social and economic sectors. During the last 50 years our political culture has become polluted. Before 1947, politics was the symbol of sacrifice and mortification. The houses of freedom fighters were auctioned. The freedom fighters had sacrificed their life and family for the sake of the country. I would like to quote what say, they had said before independence:

"Kabira khara bazar mein, lakuti thame haath
jo ghar fuke apna, chale hamare saath."

This was the slogan, because their target was independence. To engage oneself in politics or freedom struggle was treated as mortification or sacrifice. Upto 1947 it was so. After 1947, the power brokers grabbed the corridors of power. After that commercialisation of power and politics began which was followed by

[Shri Madan Lal Khurana]

criminalisation of power. After some time, criminals though if leaders were being elected due to their support, then why not they themselves become leaders. Now a days criminals in jails are getting party tickets to fight the election. Thus, the politics of this country got polluted. As a result of it, the politics, which was treated as sacred thing before 1947, now a days, has become so polluted in the eyes of the society, that we are ashamed to say that we are involved in politics. The sorry state of administration has directly affected the politics and the level of political conduct is gradually deteriorating. We are proud the Constitution of our country, we are proud that in such times we have been able to save democracy from all sides. Today, for many politicians, politics is no longer a mean of serving the nation. For them, the duty of the administration is not to serve the people. The entire political environment has become polluted due to corruption, criminalisation, factionalism, disputes and non-cooperation among political parties. It is essential that the characters of people who lead public life should be very good. Their normal standard should be upto the mark, because of the nature of duty they have to perform. Since it is not so, people are losing their faith in politics and politicians. It is not a good omen for a democratic country like India.

The NDA Government, led by Bharatiya Janata Party has many achievements to its credit which I consider as achievements of just 13 or 15 months. In May, 1998, the brave and historical decision of making India a nuclear power infused self-confidence in Indians, and in June and July, the feeling of patriotism was generated on the heart of people of the country by countering Pakistani attack and giving them a befitting reply in Kargil. Our Government have negated the vicious propaganda of all types, and have maintained communal harmony. We have restored the cordiality in Centre-State relations. Our Government revived the economy by taking bold and far reaching measures. I can proudly say that there is no body in India, who can pin point anything against the 19 months rule of our Government. This is a creditable achievement for the Government in power. This scam free Government is running for the last 19 months. In regard to foreign policy, this Government have been able to improve its relations with all the countries of the world except Pakistan. During last some decades, India has never gained so much honour, as it is getting at present...(Interruptions)

[English]

SHRI SATYAVRAT CHATURVEDI: Mr. Chairman, Sir, Shri Madan Lal Khurana is a very senior Member of this

House. With all due respect to him, I would like to point out that he is almost reading his speech, which is not the convention. He has every right to quote from the President's Address, but he cannot read his speech.

MR. CHAIRMAN: He may be refreshing his memory.

[Translation]

SHRI MADAN LAL KHURANA: I know that I am quoting something...(Interruptions) You can ask your leader. Tell me, how your leader speaks.

SHRI SATYAVRAT CHATURVEDI: She speaks, as should be spoken.

SHRI MADAN LAL KHURANA: She reads the written text.

SHRI SATYAVRAT CHATURVEDI: Yes, it is appropriate to read the written text ...(Interruptions)

SHRI MADAN LAL KHURANA: I am speaking, but she reads the written text ...(Interruptions)

[English]

SHRI V.P. SINGH BADNORE (Bhilwara): Mr. Chairman, Sir, Shri Madan Lal Khurana has been in Parliament for much longer period than our friend, Shri Satyavrat Chaturvedi.

SHRI SATYAVRAT CHATURVEDI: I know that and that is why I am telling that he should not read his speech.

SHRI V.P. SINGH BADNORE: Sir, he is trying to teach rules to somebody who is well aware of them.

SHRI SATYAVRAT CHATURVEDI: I have no objection to his referring to the President's Address.

[Translation]

SHRI MADAN LAL KHURANA: I was saying that in last 8-9 months, the rate of inflation has been around 2 percent and this is so despite Kargil war which was fought during this period. Normally, prices rise at war time. But this Government kept the inflation rate at 2% inspite of Kargil war. This is not a small achievement. Share market is the mirror of the economy of any country. It reflects whether economy is boosting up or going down. When we came to power the sensex of Mumbai share market was around 3000. At present, it is above 5000. A few days ago, it was near 6000. It shows how bright the future of the economy and that of the country is. Now you will say. I am reading this also. At present, our foreign exchange reserve is more than 32 billion dollars, which is a record.

There are many schemes, but I would particularly like to mention two schemes. They are talking of big farmers, National Agriculture Insurance Scheme has been implemented. Earlier, the insurance of everything was done, whether it was a case of fire, theft in some shop or factory or any other thing, but farmer did not get insurance, even if his crops were destroyed by floods or drought. It is for the first time that this Government have implemented National Agriculture Insurance Scheme ...*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Do you understand what crop insurance is? The Government are saying, it has not been implemented yet...*(Interruptions)* Crop Insurance Scheme is already going on. The Comprehensive Crop Insurance Scheme has to be implemented. The Government itself is admitting, that it has not yet been implemented.

SHRI MADAN LAL KHURANA: I would like to say another thing. The other scheme is Credit Card facility for farmers. We are aware that today, if an industrialist of the country does some purchasing, he makes use of credit card facility. I had been the student of Economics.

We used to read that the farmer of this country born in debt, spends his entire life in debt and even dies in debt. Private money lenders provide him loan at higher rate of interest compelling him to spend his whole life in repaying the loan. For getting loans from the banks, he has to bribe the officials. For the first time credit card facility has been made available to farmers. The cards will be issued to them in proportion to their land.

SHRI KANTILAL BHURIA (Jhabua): Now all the contractors are the supporters of the Government.

SHRI MADAN LAL KHURANA: It is right on your part to call them contractors. Earlier you were brokers, now you have become contractors...*(Interruptions)*

SHRI SATYAVRAT CHATURVEDI: Shri Khuranaji, if the farmer is heavily indebted, even then you ...

SHRI MADAN LAL KHURANA: It is a matter of detailed discussion. The scheme has been started now. You can raise the question when the discussion will take place on this issue. I want to say that the credit card scheme for the farmers has been started and I am happy to quote that more than 50 lakh cards and card pass books have been issued till now and I hope that 75 lakh credit cards will be issued till 31st March, 2000. We have

started a good scheme which would not be started during the past 50 years. I will tell you many more aspects. Opposition members feel that the Government is doing nothing. I want to say;

"Jisko khuda ney di hai akhey, vey to Pathar may bhi khuda dekhatay hain, Jinki akhey hi pathar ki hon. vey kaya khak dekhatay hain."

SHRI SATYAVRAT CHATURVEDI: This is what we are trying to make you understand that you are ignoring the achievements obtained during the past 50 years...*(Interruptions)*

SHRI KANTILAL BHURIA: You are willing but the Government is not interested...*(Interruptions)*

SHRI MADAN LAL KHURANA: I have explained the works done by you during the last 50 years.

I want to raise two three issues. As you have mentioned the Constitution Review Commission is very much in news these days. It is being stated that the present Government is doing wrong, it is trying to spread saffronisation. I want to say that our Prime Minister has given the statement number of times that basic changes will not be made while reviewing the Constitution. We have told so many times that basic changes will not be touched while reviewing the Constitution.

15.00 hrs.

You are levelling charges against us though you yourself have constituted a review committee under the Chairmanship of Sardar Swaran Singh. We have appointed Former Chief Justice as Chairman of the Constitution Review Commission. No political party has been given any representation in this regard. You submitted the reviewing report after discussing it only with the Congress MPs, MLAs and leaders. Amendments were made in the Constitution after submission of the report. No appeal was administered, no arguments were allowed to advance and even no one was allowed to argue the case in this regard. This was done during the Emergency. But we are of the view that basic infrastructure of our Constitution will not be changed. Everything will be done with the consent of all concerned. We know about the composition of our Parliament. We can not amend the Constitution in the absence of the support of the Congress and other Opposition parties. We are lack of 2/3 majority. Your suggestions will be welcomed, a consensus will be reached to make amendment in the Constitution. Then what is the point to raise hue and cry.

SHRI SATYAVRAT CHATURVEDI: What is the need to constitute a Commission when there is a provision in the Constitution to amend it. The bill regarding the amendment can be brought here.

SHRI MADAN LAL KHURANA: Why did you do so in 1975? It is right if the Commission is constituted by you but it is wrong if the same is done by us. You have appointed Sradar Swaran Singh as Chairman of that Committee. However, we are appointing the experts. They will consider upon the problems faced during the last 50 years. Some points were mentioned in your election manifesto also as to what should be the structure of the society, what should be the relationship between Centre and State, whether it should be discussed or not. Whether the review should take place or not, how the Article 356 has misused, whether it should be given consideration or not..

SHRI HANNAN MOLLAH (Uluberia): It is in the Sarkaria Commission's Report.

SHRI MADAN LAL KHURANA: I know. Whether or not it is necessary to reconsider the anti-defection law. Whether or not it is necessary to have a thought about the National Judiciary Commission, whether or not the recommendations of the Sarkaria Commission should be implemented. All these issues will be considered by the Constitution Review Commission. We would like to seek the public opinion in this regard. We do not possess any machine to decide all these matters at once. But without your concurrence, it will not be done. So why are you creating uproar scene here.

I would like to mention few points about Kargil war also. Congress was hopeful of getting benefit during elections by their attitude at that time, but, they have to bear its consequences. Earlier also wars have taken place. Our country was first attacked by Pakistan in 1947. At that time when our armed forces were going ahead, the first Prime Minister of our country announced cease-fire and stopped our forces to move further. As a result of it, 1/3 part of our Kashmir is still in possession of Pakistan. Had cease-fire not announced, that part of Kashmir would have been in our possession. This is the statement given by the then officers of our armed forces. The second war was fought with China in 1961. Since then, 38,000 sq. km. of our country has been snatched away by China. You remained unable to get back there areas while remaining in power for so many years. The third war took place in 1965. We retained our hold on hills of Kashmir. Our Prime Minister Shri Shastri signed a wrong agreement in Tashkand. He died there. The war again took place in 1971. Under the leadership of Jeneral Arora, 95000, Pakistani soldiers were arrested ...*(Interruptions)*

SHRI KANTILAL BHURIA: That was done during Congress regime...*(Interruptions)*

SHRI MADAN LAL KHURANA: That's what I am saying that your armed forces done that. Please let me speak...*(Interruptions)*

[English]

MR. CHAIRMAN: I would like to apprise the Member that we cannot impute motives against the dead person. Shri Lal Bahadur Shastri is no more. He will not be able to answer. Let there not be any reference to a late Prime Minister who is dead.

[Translation]

SHRI KANTILAL BHURIA: Our soldiers killed in Kargil war. One lakh Pakistani soldiers were arrested by Congress Government...*(Interruptions)*

SHRI MADAN LAL KHURANA: Mr. Chairman, Sir, I am saying the something. During the war of 1971, 95000

[English]

Prisoners of Pakistan were arrested by India.

[Translation]

The war was fought under the leadership of Jeneral Jagjit Singh Arora. 95000 Pakistani soldiers were arrested which could have proved to be a tool in our hand in resolving the Kashmir issue, however, that opportunity was lost. Though our soldiers won the war, our politicians lost it on negotiation front...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI (Raiganj): If you are displeased with Shimla agreement and if you have courage, you may say so in the House that

[English]

We are opposed to Shimla Samjhota.

[Translation]

I will salute you. However, Shri Atal Bihari Vajpayee himself stated in Lahore that the format of the negotiations would be in accordance with the Shimla Samjhota. You should keep it in mind.

SHRI MADAN LAL KHURANA: I have stated that under the Shimla Agreement, there should have been a pre-condition to solve the problem regarding 1/3 part of

Kashmir in lieu of releasing 95 thousand Pakistani war prisoners. I am not discussing "Shimla Agreement" here. But the issue of Kashmir problem could have been raised at the time of releasing 95 thousand Pakistani soldiers. Our army won the wars with Pakistan on battle front but our political leaders lost it in negotiations and agreements...(Interruptions) We won this battle under the leadership of Shri Atal Bihari Vajpayee on the diplomatic front too...(Interruptions) For the first time we won this battle diplomatically. I would like to tell that all the countries of this world supported our stand and none could condemn it.

The bus journey to Lahore, which is being referred to here shown the whole world that Atal Bihari Vajpayeeji visited Lahore with a message of Peace but Pakistan stabbed in the back. It revealed before the world that India is a peace loving country and Pakistan is the...(Interruptions)

SHRI KANTILAL BHURIA: The Government was not even aware of the problem of infiltrators. Infiltrators were entering the country even when Prime Minister was on a visit to Pakistan to meet Nawaz Sharif...(Interruptions)

SHRI MADAN LAL KHURANA: You have already suffered for it in elections. At the time of war...(Interruptions) You have demanded that an inquiry should be conducted as to how the infiltrators entered there. At that time we would have directed our army to fight against Pakistani army or would have said our army to wait and first of all let us have an enquiry on the suggestion of the Congress as to how the infiltrators have entered the region...(Interruptions)

SHRI KANTILAL BHURIA: We have not asked for conducting enquiry at that time...(Interruptions)

SHRI MADAN LAL KHURANA: Such statements by leaders of your party are responsible for your party's defeat in elections. Now you are denying the statement of your leaders. It was your demand that an inquiry should be held as to how the infiltrators have entered...(Interruptions)

SHRI SATYAVRAT CHATURVEDI: This issue should be debated. We demanded that a discussion should be held on it.

SHRI MADAN LAL KHURANA: Here the phrase exactly fits you that Head I win and tail you loose.

Mr. Speaker, Sir, the bus-journey played a pivotal role in our victory at diplomatic front. The world came to

know that India is a peace-loving country but Pakistan is playing foul. I would like to say something about martyrs. We fought war in 1947, 1962, 1965 and 1971 and our army was sent to such places where we were not required to send the forces. We sent our army in Sri Lanka where our soldiers were made to kill. I am using the expression "were made to kill" because their war was not fought on our land. Earlier the last remains of martyrs were handed over to their families but this time our soldiers managed to retrieve the bodies of martyrs from battlefield and their last rites were performed with state honour. It was done for the first time. Till August 1993, families of martyrs were not paid any amount as *ex-gratia* payment but after it a provision was made to pay Rs. 1 lakh as *ex-gratia* payment. Earlier nothing was paid to them...(Interruptions)

SHRI CHANDRA BHUSHAN SINGH (Farrukhabad): Do you know, who was Minister of Defence at that time. He stated that Rs. 10 lakh should be given and body of the soldier should be handed over to the family. Do you know that which Defence Minister initiated this amendment?

SHRI MADAN LAL KHURANA: Were you Defence Minister then?

SHRI CHANDRA BHUSHAN SINGH: Mulayam Singhji, was Defence Minister at that time?

SHRI MADAN LAL KHURANA: Why this amount was not paid at that time.

SHRI CHANDRA BHUSHAN SINGH: War took place during your Government's tenure. In comparison to previous wars, large number of soldiers were killed in this war.

SHRI HARPAL SINGH SATHI (Haridwar): Mulayam Singhji had asked to provide Rs. 200 crore.

SHRI CHANDRA BHUSHAN SINGH: You were going to make friendship with Pakistan then what was the objection in paying Rs. 200 crore?

SHRI MADAN LAL KHURANA: Sir, I would like to say that by giving this amount to martyrs, we are not obliging them but are trying to boost their morale. Recently a report was telecast on T.V. The report states that a lady in Nagaland whose husband got 'Paramvir Chakra' posthumously has been forced to work as house hold helper to earn her livelihood. Our purpose of doing all this was to ensure the soldiers that our countrymen are concerned about the welfare of their families. I would like to say that these are the achievements of Kargil war. Indira Gandhiji was awarded 'Bharat Ratna' for winning 1971 war of Bangladesh...(Interruptions)

SHRI SATYAVRAT CHATURVEDI: Vajpayeeji called her "Durga"..

SHRI MADAN LAL KHURANA: Sir, this is his greatness. At that time be stated that we might have differences of opinion but there should be only one leader in war and the hon'ble Prime Minister was our leader. He praised her at that time. I would like to tell this House about the role played by the opposition during this war. At the time of this war the opposition demanded that inquiry should be conducted first as to how infiltrators sneaked in our country. Such statements were made by your leaders. This shows the thinking of your leaders as to what they consider the interest of the country.

[English]

SHRI SHYAMACHARAN SHUKLA: Sir, you cannot compare the Kargil conflicts with regular big wars, which were fought with Pakistan two or three times. There can be no comparison. It can be only a mere conflagration in a very limited area. Do not compare the two.

[Translation]

SHRI MADAN LAL KHURANA: Mr. Chairman, Sir, in view of our achievements in all the sectors, I would like to that our Government rose upto the expectations of people. I would like to say something about the Ministry of Petroleum and Natural Gas. We have decided to provide 75 lakh gas connections by March 2000 and by January 31st 65 lakh LPG connections were given. The three companies of public sector have issued 25 lakh gas connections during these three months.

At present 70 percent demand of petroleum products is met by import. For the first time 25 research projects have been accorded approval for exploration of petroleum products. Out of these, 7 Deep water of—shed blocks, 16 self water of—shed block and 2 onland blocks are there. Measures are taken to reduce pollution.

Mr. Speaker, Sir, terrorist activities have increased in Punjab, Jammu and Kashmir and north-eastern states during the last 20 years. I have stated so when I was in opposition, that it is not a problem of simply law and order and even today we are of the opinion that it is not a law and order situation. Before we came to power, the earlier Governments took the problem simply a problem of law and order. The problem of Jammu and Kashmir is not a problem of law and order but it is an insurgency. It is a conspiracy to divide the country. It is a proxy war. But earlier this problem was not dealt in this way. What happened in Kashmir during 1980 to 1997. I have my own viewpoint about peace and I would like to know as to how many tourists go there.

You might be aware that around 10 lakh tourists used to visit Kashmir every year before 1999, but during 1990 to 1997, only a few hundred tourists visited Kashmir. More than two lakh tourists have visited Kashmir this year and one and a half lakh tourists are expected to visit Kashmir during this summer. Now new hotels are being opened there. People are coming to Kashmir to shoot films. Normalcy and peace is returning to Kashmir which wore a deserted look in the last ten years. Only 322 tourists visited come to the valley this year upto August 21, 1999. A three year action plan was formulated by the Government in 1998 to curb terrorism in Kashmir and a provision of Rs. 192.53 crore was made for this purpose. Two I.R. battalions were raised in December 1998 and for this purpose the Government of Jammu and Kashmir is to bear the expenditure of Rs. 25 crore. Rs. 5 crore were provided to modernise the Jammu and Kashmir police force. Besides, a special police officers force was raised in Jammu and Kashmir w.e.f. 1.11.99. The Union Government have provided twenty crore rupees each year for constitution of Defence Committees in the rural areas to encourage the participation of the people and provided arms for these committees. 6500 S.L.R., 3500 A.K. 47 guns seized by Border Security Force were given to Jammu and Kashmir police. Similar measures were taken in North-Eastern states. As you are aware that transportation is not possible in the absence of roads. Rail routes are also required in the area, it has a mention in the recently presented Railway budget. Hon'ble Prime Minister has for the first time made an announcement about the National Highway project for the development of roads. The estimated cost of the project is Rs. 54 thousand crores which was proposed to be generated by levying a cess of Rs. 1 per litre on petrol and diesel. Such announcement was made in the previous budget. A major part of it was spent for construction of national highways and roads in rural areas.

Mr. Chairman, Sir, in the end I would like to advise my colleagues from the Congress party to make up their mind to remain in opposition. The people have also given the verdict that they should occupy the opposition benches for five years and they should not create trouble in between as they did last time. As the fish cannot survive without water, the Congressmen also find it hard to survive when out of power. Last time their number came down from 141 to 112 and if they try to create trouble again, their number will be reduced to double digit. They should lend constructive co-operation like a responsible opposition. They should point out the lapses and shortcomings of the Government...

SHRI SHRIPRAKASH JAISWAL (Kanpur): Please address the Chair. You may praise the Government but should refrain from delivering sermons to us. It is better if you supplement the efforts of the Government.

SHRI MADAN LAL KHURANA: I am just giving an advice to you. The landslide victory of the National Democratic Alliance in the elections conducted recently has provided that the Union Government is functioning very well under the leadership of Shri Vajpayee. The intention of the Government is good. Its policies are sound and it has strong will power too. It is our dream to usher the country in 21st century. It would be appropriate for our country to enter 21st century in such a year when we can turn our commitment into reality with a new resolve. The keynote to convert our dreams into reality is development. We need speedy development, proper development and infact development in all walks of life. There is a need to change the mindset of the Government and the people to achieve this end. Now the time has come that a new co-operative partnership is established amongst the Government, political parties, non-Government organisations and citizens so that a new chapter of development of the country can be written. The Government is committed to discharge its responsibilities sincerely. This century should belong to India and all of us should join hands to work towards this goal with a firm faith. With this, I conclude.

[English]

DR. NITISH SENGUPTA (Contai): Mr. Chairman, Sir, I rise to second the Motion of Thanks so ably presented by my colleague, Shri Madan Lal Khurana. I thank the President for giving an excellent Address, which is a diagnosis of all the ills that have taken place in the last half-a-century in our country, and also a prognosis of what needs to be done to set things right. This Address is an excellent signpost into the future, and I strongly second Shri Khurana's Motion.

Sir, the President has commented on the record legislative business done in the previous Session. We should specially note that to prove that this is a Government that works. We must give some credit to the principal Opposition Party for rising over narrow party considerations in larger national interests. Well, that is some kind of a consolation prize for them. But that is in sharp contrast to the kind of behaviour they showed in the last ten days on a very minor, trivial issue which could be sorted elsewhere, not certainly on the floor of the House.

Sir, I do not want to take much time at this stage. There are barely two or three minutes left. So I will resume my speech next time. But basically I want to say that the President's Address tells us about the need for a change in the mindset. That is the most important thing.

We have entered into this new millennium with the largest number of illiterates, largest number of poor people, largest number of villages without any drinking water and all because our politicians, most of us, try to give importance to other areas, which are important no doubt but not overwhelmingly important.

I think, our entire economic history in the last two or three decades has been full of distortions. We are producing gold at a cost of something like Rs. 11,500 per gram to sell to rich people at Rs. 4,500 per gram, whereas we are not able to provide literacy to our villagers with the same money which is given as subsidy to these people, to many of these public sector enterprises or inefficient enterprises. There is no choice really between public sector and private sector. The real choice is between inefficient industry and efficient industry. There are many examples of efficient industrial units in the public sector, just as inefficient industrial units are there in the private sector.

I, therefore, propose that we definitely go ahead. The President has spoken a lot about fiscal deficit. Why has fiscal deficit occurred? I take this occasion to say that managing the nation's economy is not really something different from managing our family economy. In our family budget, we try to adjust the expenditure within the incomes available. When a nation cannot do that, in the long run, there can only be peril as happened in 1990 and as was likely to happen, but luckily our economy today has acquired a momentum of its own where it is able to go ahead independent of the dispensation of the policy by the bureaucrats and Ministers in the Government. That is why, in the 70s, we were finding it difficult to have an industrial growth rate of even one per cent to two per cent, but in the 80s, with a little bit of liberalisation that was attempted, it rose to 5.6 per cent or 5.5 per cent in the last three or four years. In spite of the fact that there was so much political uncertainty, economy grew at a very rapid pace.

Sir, I take this opportunity, therefore, to say that let us not talk about public sector, private sector, deregulation, regulation and so on and so forth. These are all Nineteenth Century labels, which do not suit the reality of the Twentieth Century. In the Twentieth Century, we must be accustomed to changing the mindset and must subject both the public sector and the private sector to the discipline of the balance sheet and the profit and loss statement.

Sir, I stop at this stage.

MR. CHAIRMAN: Now, it is 3.30 p.m. You can continue next time.

DR. NITISH SENGUPTA : I shall resume next time. Thank you very much.

15.29 hrs.

[English]

ANNOUNCEMENT RE: AMENDMENTS TO THE MOTION OF THANKS ON THE PRESIDENT'S ADDRESS

MR. CHAIRMAN: As per established practice, amendments to the Motion of Thanks on the President's Address are to be moved after the proposer of the Motion and the Secondor of the Motion have concluded their speeches. As the speech of the secondor is not yet over, the Members would also be allowed to move their amendments, if not already done, during the next part of the Session on conclusion of the speech of the secondor.

[English]

15.30 hrs.

MOTION RE: FIRST TO THIRD REPORTS OF THE COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SHRI NIKHILANANDA SAR (Burdwan): Sir, I beg to move:

"That this House do agree with the First to Third Reports of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st, 8th and 15th March, 2000 respectively, subject to the modification that para 4 and part (ii) of para 5 of the First Report, relating to allocation of time to Resolution, be omitted."

MR. CHAIRMAN : The question is:

"That this House do agree with the First to Third Reports of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st, 8th and 15th March, 2000 respectively, subject to the modification that para 4 and part (ii) of para 5 of the First Report, relating to allocation of time to Resolution, be omitted."

The motion was adopted.

15.32 hrs.

PRIVATE MEMBERS RESOLUTION—UNDER CONSIDERATION

Board for Development of Hilly Regions—Contd.

[English]

CHAIRMAN: The House would now take up further discussion on the Resolution moved by Shri Maheshwar Singh on the 10th of December, 1999.

Shri Virendra Kumar — Not present.

Shri V. Radhakrishnan — Not present.

Col. Dhani Ram Shandil

COL. (RETD.) DR. DHANI RAM SHANDIL (Shimla): Mr. Chairman, Sir, I support the Resolution moved by Shri Maheshwar Singh on 10th December, 1999 regarding the constitution of a Board for development of the hilly States and hilly regions of the country, specially in the Himalayan belt so as to bring these areas at par with the developed regions of the plains in the country.

Sir, my first submission is that the hilly States and the hilly regions have some peculiar problems as a result of the terrain, as a result of the weather and because of their culture which they would like to zealously guard.

Mr. Chairman, Sir, we may be a few in numbers, particularly from the State of Himachal Pradesh, Jammu & Kashmir and the North-Eastern India and population is a criteria to establish a representation in this august House. My submission is that whatever points we aggregate here for the development of the regions, they must not remain within the confines of this august House but they may kindly find some implementation and execution.

Sir, we have to appreciate this development syndrome. It is in the broader perspective, keeping in mind the factors like the terrain, the weather and the ground realities that are found. To achieve this aim, this Board, which we have contemplated, is to be constituted. Such a Board under the Central Government should be the one having representation mainly from these hilly regions for effective implementation.

Mr. Chairman, Sir, the problems or the challenges faced by these areas would be common. I feel, those problems that are there in Jammu & Kashmir may not be exactly the same in the State of Himachal Pradesh. But there would be commonality and there would be some similar kind of problems. The first and the foremost problem being faced by these people is that of communication.

Railways should be given the first and foremost importance for this. If the Budget allocation is spent properly and the approved projects are implemented in time, it will go a long way in making these areas self-reliant. Another aspect is formulation of new plans. I would particularly touch upon Himachal Pradesh. We have two narrow gauge lines, one is Kalka-Shimla and the other is Pathankot-Joginder Nagar-Kalka-Shimla railway line is an historic one. This line was inaugurated by Lord Curzon, the most controversial Viceroy of his times. Not a mean feat, it had 103 tunnels and it is an engineering marvel of its time. However, whatever we saw in the beginning of the century has remained there till today. We have to think of creating new facilities in these areas.

If we connect Ghanoli and Nalagarh by a broad gauge line, it will create new avenues of employment for the youths in the area. We will have regulated markets in the area. Similarly, if we open another line beyond Joginder Nagar to Mandi in broad gauge via Bilaspur to be connected at Kiratpur, it will be very beneficial to the area. This area needs a lot of attention. When we think of these areas, we should remember that they do not have any major industries; that they do not have any infrastructure; or any development. We have to see how to look after the jobless youths of these areas and how to create employment opportunities for them. Railways will open avenues for tourism. It particularly applies to the entire Himachal Pradesh. Adventure tourism, religious and cultural tourism and all types of tourism can be very effectively planned and implemented in these areas. The second option is from Dehradun to Nahan. If this facility is extended to Nahan area, it will take care of the entire eastern belt.

We all have talk about marketing of farm produce, particularly vegetables and fruits. Floriculture is catching on now. Markets for all this produce can be planned in these areas if only we have the facility of regulated market connected with railway line. This will give a boost to the farming sector, agriculture sector and the orchards. It will make it possible to alleviate the problem of unemployment in this area.

15.39 hours

(DR. LAXMINARAYAN PANDEYA *in the Chair*)

In addition to railways, we have to have a very good network of roadways in these areas. I personally feel that we should give subsidies in the roadways sector. Actually speaking, all the hilly areas in the country are connected by the roadways, whether it is Jammu and Kashmir, Himachal Pradesh, or the North-East. We find that development can be planned very well, if we have a good network of roadways. Roadways not only help in the development of backward regions but they also connect the geo-strategic locations in these areas. At this juncture, I will touch upon Rohtang tunnel. We have witnessed the Kargil operations that took place recently.

If Rohtang tunnel was through, we would have cut down 46 kilometres of distance. So, if it is done, we would also make it an all-weather road permitting the supplies, particularly, of our Defence Services. Along with it, it would also facilitate us to place our supplies day by day well in advance, more closer to the area of strategic importance, like Kargil or the Himalayan belt. It would also facilitate us to protect them more effectively. With the upgraded and extended road and railway line, we shall have a great strategic advantage over our

adversaries. So, we must have transport subsidies. In this area, we have to have a very good network of roadways.

The second important point which this Board can attend to is on tourism with a special reference to cultural-religious tourism and adventure tourism. We have so much of scope for this, particularly in Himachal Pradesh. Starting from the mountain belts, starting from Dhauladhar ranges along the complete belt region upto Shimla, you will find muddy slopes for skiing. We have all sorts of places for adventure tourism there. For skiing, for golf or for any other type of adventurous activity, there is a complete area available. That is why, I make a suggestion that a vast network can be created there.

Similarly we can have the cultural-religious tourism. I vividly remember to what I myself saw in the Central England where a great poet of nature, William Wordsworth was born. There, I saw how beautifully those people had planned tours for the people who came as tourists. There, they have kept 15 pounds as charge for every spot. They have maintained those spots in a very well arranged manner. This way, they have alleviated the sufferings of the youth by giving them employment, small package, be it, in a small church or Cathedral. It has been kept very beautifully there. For this, they charge 15 pounds for paying a visit there. What I mean to say is that how beautifully they have arranged it.

Similarly, why can we not do it when we got so much of scope for it particularly in Himachal Pradesh where you see, every five minutes, there is a religious place? So, we should try and explore every possibility to make our tourists spots, religious spots well arranged to attract more and more tourists. This Board can very adequately do these sorts of things. Really speaking, this has a wider ramification. By doing so, we should be able to not only alleviate the sufferings of our jobless youth but also we should be able to project India as a country of religious heritage to the vast population of the world, who are so keen to see India in its real form.

Sir, we have to remember that unless we have adequate facilities to be provided to the tourists, unless they have something of interest to see, we can never hope to attract tourists, particularly the foreign tourists. Adequate facilities to tourists mean they should have a vast network of information, they should be able to have guidance available to them, and they should have proper civic amenities. Here, it is being found that there is no proper toilet facility for the tourists with the result, they cut short their tour schedule and go back. The tourists, particularly, from the advanced countries want proper

[Col. (Retd.) Dr. Dhani Ram Shandil]

facilities to be provided to them. They know that ours is a beautiful country. But if the facilities are not commensurate with the place, they leave before their schedule date. That should not happen. It is only possible if we create the atmosphere in such a way that the culture of tourism becomes a model for the whole world to follow. We have got so much of things to show. We have got so much of culture, so much of civilisation to show. There is no end to it.

After having gone through the problems of tourism, I have another factor to be discussed. In Himachal Pradesh, we have industries like HMT which is down below. We should think of setting up these sorts of eco-friendly industries in our hilly region in such a manner that they do not disturb the fragile ecology of Himalayas, that they do not disturb the forests, and that they do not disturb the environment.

Such industries which are eco-friendly like the electronics industry should be established in this region. This can be another important area of work of this Hill Board, which we are contemplating. You will find salubrious climate in our area, be it Pathankot, Kalka or Nahan. You will find that these areas are suitable for such sort of industries.

I was having a discussion with Shri Shanta Kumar and he was telling me some time back that our youth could start food processing industries involved in producing tomato puree, etc. We have plenty of potatoes and peas and they are appreciated worldwide. We have fruits and such other things in abundance but they are not channelised into small food processing industries. The investment will not be very heavy. It will come under the cottage industries sector and we will be able to give the jobless youths an opportunity to find themselves gainful employment. This is a very important thing. For example, in areas like Sirmour, we have ginger in plenty. In Upper Shimla, we have apples. In the area of Solan and Nalagarh, we have peas and tomatoes in plenty. All these can find way into the food processing industry to become very good products which would be appreciated all over the world. If we have a proper market connected with the Railways, these products can even have an international market. But it will happen only when the Board is constituted. If the Board surveys the possibility and comes up with a scheme, we can alleviate the sufferings of our youths who are now without any job, wandering aimlessly and worrying if they can get Government jobs so that it can be said in the family that they are employed.

We should have some small stadiums for the youths to play. Though it can be contemplated at the block level, even at the district level these stadiums can be thought of by this Board. Our youth are physically sturdy. They will be able to channelise their energies and mould themselves into fine athletes. With proper coaching, they can even reach national and international levels. This is another area which can be considered by the Board that we are contemplating to constitute.

There are countless things which we can think of. There is so much of energy in Himachal Pradesh that it can mitigate its own sufferings and also give power to other parts of the country. It can become a model State. All the water and power that are available with us have got to be integrated and the Centre has to help us. If the Centre helps us and we are considered as people who have much to give to others, we can see the light of the day. We need only a little bit of support from the Centre by way of finances and subsidies. We can convert Himachal Pradesh, Jammu and Kashmir and the North-Eastern States as model States if that Board is constituted under Central guidance and Members representing these areas become members of that Board.

Thank you very much for giving an opportunity to speak.

[Translation]

SHRI ABDUL RASHID SHAHEEN (Baramulla): Mr. Chairman, Sir, I rise to support the resolution for constitution of a Council or board for the development of Himalayan belt and hilly regions moved by my colleague in the House.

I would like to submit in this august House that the people living in hilly regions are facing many difficulties because the Government takes too much time in responding to their problems. Undoubtedly, the Union Government has come to our rescue many a times and has been kind enough to formulate several programmes and accord legal approval to implement them. There are several such organisations which were expected to work for mitigating the problems facing the hilly regions and bring these areas at par with other developed regions of the country. However, even after setting up of so many organisations, the problems have remained unresolved because proper monitoring of development programmes could not be done. For example, an organisation is functioning to implement Border Development programme. There are other programmes as western Ghat Development programme. There is North Eastern Development Council. Border area Development programme was formulated for the people of Ladakh and

other areas and it is quite appropriate. However despite the presence of so many organisations, the problems facing the Himalayas belt have not been reduced to a very large extent and too much time has since elapsed. There are three waves of civilization in our country at present. The first wave of civilization comprises of people living beyond 11 mountain ranges in the hilly regions and they remain cut off from other areas for months together. When one visits the areas of Gurej and Bagdaur by Helicopter, one can find some fortunate people living in a beautiful valley beyond 11 mountain ranges. They live in areas free from pollution and having clean and clear streams and forests. However it is their misfortune that they are unable to take bath for two months at times. It is very cold there and people spend more than seven months in freezing temperature. What is their means of livelihood? If the Military camps had not been set up in that area, the local people would have died of hunger. Same is the position in Makhil area. We reach Makhil by helicopter. If one wishes to go by road, it would take two days and the roads are in a dilapidated condition. When we make a request in this House or request those occupying Government offices to pay attention towards development of these areas, they listen to us attentively but say behind our backs that these areas are proving to be headache for them and that they would maintain the policy of listening to us and brushing the issue under the carpet.

I won't dwell at present on the measures that should be taken up in view of the present circumstances in Jammu and Kashmir. I have brought it to the notice of Hon'ble Prime Minister and our Government has reiterated that the financial package should be provided to the state at the earliest, otherwise the situation is likely to worsen even further. However, keeping aside this issue, in view of the position in Himachal Pradesh and North eastern states, I would like to request that a board or a council equipped with legal authority should be constituted at the earliest so that the representatives of those areas may sit together to find out the solution to their problems. These states may achieve the goal of self reliance and find a way to return the money received as assistance from Union Government. When we raise the problems of our areas time and again, we feel insulted when it is said that we always depend on the assistance of the Union Government. Sir, the development programmes should be implemented properly. The responsible people from these areas should be entrusted the task of looking into the problems facing Himalayan belt and proposing remedies for the betterment of these areas. Our problems vary from place to place. For instance, we are expected to construct a durable house in hilly areas in Rs. 12000 under Jawahar Rajgar Yojana. You can well imagine that in some far flung areas the amount of Rs. 12000/- is required only to transport stones for the construction of

a house. Such programmes are of no use in such areas. If one kilometer stretch of road is constructed in areas of Machhil and Tangdar, an expenditure of six to seven lakh rupees is incurred thereon whereas the same stretch of one kilometer can be constructed in plains at a total cost of fifty to sixty thousand rupees. That is why officials and journalists living in Delhi generally indulge in such talks as to what is going on in such areas and funds are being looted there. They say that funds are being flowed to Jammu and Kashmir, Himachal Pradesh and North Eastern regions. Very few people are aware of situation in those areas. These areas are the vital parts of our country. They are the guardians of our country. Our mountains, our forests and our people are our soldiers. Hence due attention should be paid towards the matters concerning these areas and people living there, in the interest of the nation. Immediate action should be taken in this regard.

With these words, I would like to say that the resolution moved by my friend is very significant. I hope all other Members present in the House will support it and pass it.

[English]

SHRI RAMESH CHENNITHALA (Mavelikara): Sir, I rise to support the Resolution moved by our hon. colleague, Shri Maheshwar Singh. The point raised in this Resolution is very valid one. Development of hilly areas is highly necessary. We have to be very clear about the constitution of the Board and its activities. That has to be discussed elaborately. India is a very beautiful country. We have hills, rivers, and forests. We have to pay more attention to the hills and mountains because of their vastness. Unfortunately, human beings are cruel to the nature. We are polluting the rivers and cutting down the trees. Due to this the forest cover is decreasing. We are polluting the mountains. We harass the people who are living in the forests. It is because of the developmental activities, even the hills are vanishing. The stone crushing activity is coming up like anything with the help of big machines. It is because of this our hills are fast vanishing. The products in the forests are taken away by other people, so the people who are inhabitants there are not able to get the benefits. Definitely, it is going to create environmental problems for us.

16.00 hrs.

Shri Prabhu, the hon. Minister of Chemicals and Fertilizers, has earlier held the Ministry of Environment. The other day he was telling us that his Ministry was opposing all new projects concerning industry. He was against some kind of industries because its developmental

[Shri Ramesh Chennethala]

activities were polluting the environment. A serious thought has to be made towards this aspect.

As my friend pointed out, Eco-friendly activities should be taken up. No development activity is taking place for the people living in forest or hilly areas. They are fully exploited by others. The produce which they are getting from the forest, is not getting a remunerative price. They are living in poverty. They do not have any infrastructure facility. There are no roads to connect them to market. Market accessibility is not there. There are no roads connecting forests and other hilly areas. There is no mode of transportation. Even now, people have to travel long distances to sell their products, as a result of this the intermediaries come in and they exploit the poor people working in these forest.

There are certain programmes to provide infrastructure facility to these areas. Construction of roads, railway line or having some other mode of transportation are a few. But it is not enough. So, proper planning should be done. Different areas may have different problems. According to the need of the area proper planning should be there. The problems faced by the people in Himalayas may not be the same as faced by the people in Western Ghats. According to the need of the area, proper planning should be done. Unfortunately, there is no planning for these areas.

I was the Minister of Rural Development in Kerala. We constructed certain houses for the people who were living in the forests. They were very reluctant to stay in those houses. The *Adivasis* or the tribes living in these forest areas were not ready to shift to the houses which we constructed because they were not used to stay in such houses. The houses constructed by us were still lying vacant. So, we will have to construct houses according to their culture.

[Translation]

Such houses should be constructed which are suitable for them so that they may live there. This is the biggest challenge for us. Our progress should be in accordance with our culture, however we are ignoring this aspect. I have noticed that attention is not being paid in this respect either by us or by any agency. Consequently, the gap between the rural and the urban areas and between the hilly areas and the plains is widening over the matter of development. Attention must be paid in this regard. The Union Government and State Government should consider this issue collectively. Attention should be paid towards the problem of unemployment amongst people living in hilly areas. As I stated earlier also that eco-friendly factories should be set up for the people living in hilly

areas and forest areas. More and more such development schemes should be introduced in these areas. Alongwith dairy development, the option of setting up agriculture-based industries should also be explored so that the earning of the people may increase. This proposed board should work for increasing the income of the common man living in hilly areas.

Sir, medicinal plants are found in abundance in hilly areas.

[English]

There is abundance of medicinal plants in these forests and mountains. The recent reports say that these plants are being smuggled out.

[Translation]

These plants are being smuggled. The Government should pay attention on it. An attempt is made to smuggle the medicinal plants from the Himalayan region.

[English]

We should take it up very seriously. Now, certain developed countries are trying to smuggle out these plants. They are converting them into finished goods and are selling them in developing countries. The Government of India should take this aspect very seriously.

In certain areas these tribal people are harassed by others. Those tribes who are living in these hilly and forest areas are facing a lot of hardship. We should give them some kind of protection. Most of the people are illiterate there. So, we should pay total attention on these areas. We should give more facilities for their education. We should also give more employment opportunities to them.

As you know, there are reports of deaths due to poverty in certain areas, especially in the State of Orissa. In areas like Kalahandi even now people are dying of starvation. Kalahandi, Bolangir, Koraput are the areas of poverty stricken. The spirit of the Bill is that we should give more importance to these hilly areas. So, I welcome the suggestion for constituting a board to look into the various developmental activities in the hilly areas so that there could be equilibrium in regard to development. There will be total harmony in these areas, through equitable development.

[Translation]

SHRI HANNAN MOLLAH (Uluberia): Mr. Chairman, Sir, Hon'ble Member, Shri Maheshwar Singh has moved

a very important resolution in the House for consideration. I welcome this resolution.

Sir, Hilly regions constitute a major part of our country. The people living in these regions are very simple and prepared to make sacrifices for the country, however those in Delhi and running the affairs of states do not pay attention towards hilly regions. The civilization in these areas was quite advanced and peaceful due to which there was no crime and wrongdoings. They were leading a civilized life. But the people in the hilly areas also get affected when they came in contact with the urban people. We should try to maintain the special features of their culture. Besides development, we have to keep their traditions alive. They are closer to nature. We should conserve nature as the life of these people depends on it. Those running the country should realise that if the so called civilized people keep on damaging the mountains and felling trees, the greenery and the mountains will be wiped out. If we cannot protect environment, the climate will also change and that will be harmful for our environment. Hence an integrated approach should be adopted in this regard.

What was achieved through 50 years of planning? We should consider as to how the hilly regions can be developed fully without causing any harm to its environment. We have to think whether the schemes formulated for them are helpful in improving the life of people living in hilly regions. We should think about bringing improvement in their life. Man should work in harmony with nature to make progress. We have provided such facilities as post offices for them and we are acting as guardians for the people living in those areas but even then we do not pay attention towards their actual needs. We should formulate schemes as per their requirement. We should seek their concurrence while drawing up the plans for them.

I have noticed that discontentment is prevalent in all the hilly areas due to apathy shown in the last fifty years. The people living in hilly areas are very simple. They are truthful and protectors of environment. However there is resentment amongst them against our governance. (*Interruptions*) Resentment is there in Jharkhand as well. Dissatisfaction is on the rise in all the hilly regions. So long as proper attention is not paid towards the reasons due to which the problems of people in hilly regions have remained unresolved, the future of these people as well as the country will not become bright.

Several facilities have been provided in hilly regions including the facility of education. I am not saying that nothing has been done there. But the benefits of progress have reached only a few people. Only 10-20% persons

have been benefited whereas 80% people remain deprived of these facilities. Our former Prime Minister had commented that only 15 paise out of a rupee trickle in the villages and reach the poor. Very little benefits of development percolate to the hilly areas. Those in charge of development and so called civilized people derive benefits of development. As my friend Shri Ramesh has also stated that the middlemen deceive these poor people and make a fortune by misappropriating funds. The nation should pay due attention towards people of hilly regions. Resentment amongst these people gives rise to terrorism. We shall have to find the reasons for resentment and evolve a consensus as to how we can work for their welfare. It would be futile to instigate them. Sometimes the political parties instigate them to gain political mileage, however, while doing so, they fail to realise that they may be out of the power at present but they will have to face the consequences if they come to power in future. Once the people are led astray, it becomes very difficult to bring them round. It is possible that such tactics are adopted to create trouble for the party in power, however it will turn out to be a troublesome issue even when that party comes to power. Such a situation has been created in the country in the last 50 years. It has been observed that alongwith the rise in educational status, aspirations begin to soar in the middle class people. They want roads in hilly areas and when they become aware, they want participation in decision making. Their desire for participation grows. They want participation in governance. We should evaluate it properly. They should be involved in this process. We should consider the issue of providing them their due share. Such sentiments should be respected and we should work sincerely to give them their due share. For this purpose, autonomy can be granted. However, if separate states are continued to be carved out in the country, our country would suffer. The Government may grant regional autonomy. They should be given due representation in governance and there should be no intervention which may give rise to resentment and thus we can check this tendency. Hence we should think about granting regional autonomy to them. We shall have to prepare an economic package. Financial assistance can be provided for their traditional planning.

Alongwith it we can also impart our technology to them. Our mission is a technical one and the technology transfer should be its prime job. If the useful technology is provided in the hilly areas, they can be developed and can make progress at their own.

Mr. Chairman, Sir, people of hilly areas fall ill quite frequently. Many such diseases afflict them due to the consumption of non iodized salt. Government can help them by making available such things of necessity. There

[Shri Hannan Mollah]

is also a shortage of drinking water in hilly areas, so people often suffer from hilly diarrhoea. The water in hills is often replete with natural minerals, so a comprehensive project will have to be started for purifying the water so that the people could be helped in this regard. Different set of problems may be present in different hilly areas, hence it is necessary to formulate projects according to the situation and the problem afflicting a particular area. Preparing plans at Delhi and sending it therefor execution is not going to work. The development of the areas can take place only if the plans are formulated keeping in view the areas of the people. Besides, many tribal areas are also there in hills. There is provision for sub-plan budgetary allocation for these areas. It is my submission to the Government that the money allocated for these areas, should be utilised properly.

We can move our country towards development by providing regional autonomy and by incating the spirit of democracy in the people and by bringing the alienated people back to the mainstream of the country. Some people are in the habit of belittling the tribals of the hills. This tendency of hegemony will have to be curbed by the persons of developed areas. We can make progress only if we give equal status and respect to the culture, dialect and education of the tribals. I hope that the hon. Minister of Tourism will formulate some programme for developing the tourism sector there which in turn would result in the economic development. Alongwith it, there should be inter-communicability for exchanging the views and sentiments of the people of hilly areas and the rest of the country. It can strengthen our unity. We can make progress only by promoting and strengthening the tradition of unity in diversity. With the hope that the Government will do this job, I conclude.

DR. RAGHUVANSH PRASAD SINGH(Vaishali): Mr. Chairman, Sir, hon. Member Shri Maheshwar Singh has done a commendable job in bringing the resolution and I expect that the Government will accept it. The hills and the hills people have been inalienable part of Indian culture. It has been mentioned in our ancient scripturers and sastras that Bholanath (Lord Shiva) had his abode in mountains. All the famous pilgrim centres like Kedarnath, Badrinath etc. are situated in the hills. In the past, during the war time warriors used to take resort in hills. They were brave people. They made the hills their permanent place of living in the process of staying there. This way we came to know that the people are living even in the hills. The ancestors of persons of hilly areas were brave people. They came to stay in hilly areas in the process of fighting against the monarchy. Such great is the expansion of Northern Himalayas that the people of Jammu and Kashmir to the Burma border in North East have been living there. Many a people visited the

pilgrimage shrines and opened some paths in the process of going there and coming back but the common man living in these areas are a deprived lot and are facing all kinds of difficulties. It is the policy of the Government to provide special facilities and privileges in the backward areas and to bring back such areas to the mainstream of the country. A large areas of the country which is hilly is being neglected by the Government in all respects as the problems of plains are different from the problems of hilly areas. Hence the proposal of setting up a Hill Areas Development Board is worthy of acceptance. Why has it not been accepted so far, I do not know.

A proposal for creating a separate state by the name of Uttarakhand was brought but I do not know whether such a State would be created or not during the tenure of the Government. Devagowadaji too had made many promises for creating Uttarakhand.

SHRI BIKRAM KESHARI DEO (Kalahandi): Now, even the creation of Vananchal is on the cards.

DR. RAGHUVANSH PRASAD SINGH: You better listen first. Hence Uttarakhand should be created at the earliest and Haridwar and Udham Singh Nagar which is a punjabi dominated area should also be included in it. Why political bickerings are taking place in Udham Singh Nagar. Majority of those in Udham Singh Nagar are in favour of remaining in Uttar Pradesh and not in Uttarakhand, then you let them to remain in Uttar Pradesh. Why to impose anything and separate that part of the land, when they are not willing to be a part of the proposed new state. Why do you want to impose your will upon them. Uttarakhand should be created. It is a different matter. But development Board should be constituted for the development of entire hilly areas. The proposal brought by hon. Members is very appropriate and worth acceptance by the Government. There is a problem of transport in the hills. When it is hot in the plains, it is cooler out there in hilly areas. That is why the Britishers chose Shimla in Himachal Pradesh as their summer capital. But now that the Britishers have left...(Interruptions)

SHRI HANNAN MOLLAH: Now that the Britishers have left, rich Indians enjoy the luxuries in Shimla.

DR. RAGHUVANSH PRASAD SINGH: As there are not many places in hills where the facilities are available, hence this resolution was needed to be brought. There is the problem of drinking water in the hills. Hilly areas are neglected in all spheres i.e. housing, education etc. Though there are springs in the hilly areas yet water is not worth drinking everywhere. The holy rivers like Ganga, Bhagirathi, Alkananda, etc. originated from the mountain

but they are being polluted today. As all the rivers originate from the mountains, hence we cannot sustain ourselves by neglecting the hilly areas. Hilly areas are significant from the point of view of tradition, culture, history, and economics. Herbs also grow on hills. Saffron, musk etc. is also produced in hills. You can take the example of Ladakh. The Pashmina wool used to make pashmina woollen cloth is derived not from a sheep but from a goat which is an inhabitant of 8000 feet height. The hair of that goat is comparatively longer. Its skin has a coating of silky smooth fur. Approximately 200 grams of Pashmina is collected from a goat by combing that coating. Earlier, I was under the impression that Pashmina is derived from a sheep and that is why it is so smooth. But it is collected from a goat which is found in Ladakh. High quality Marino sheep rearing is done in Kashmir from which very soft wool is obtained. Hence from every point of view, the neglect of hills is a loss to the country. It leads to regional imbalance. The people living in hilly areas consider themselves a part of India but when their development is neglected, they are forced to consider themselves useless and insignificant. This kind of regional imbalance also threatens the national unity and integrity. Hence the resolution brought forward by the hon. Member is also a step for promoting national unity. Hence the Government should accept this resolution so that backward and neglected region of India may get the message that this Government, system and society is trying to bring them back to the mainstream. They should be assured about it. It will strengthen the national integrity, boost the moral of the people living in border areas and instil a feeling of patriotism in them. Hence, it is very important from the security point of view of the country. I have got the opportunity to visit the north-east areas and Badrinath, Kedarnath, Jammu and Kashmir and Srinagar also. During my visits, I noticed the problems existing in these areas. Transportation of foodgrains is very difficult in hilly areas. Roads are blocked there due to snow fall. The area remain cut-off from other parts of the country for 6 months. How will people get foodgrains during these months? Foodgrains cannot be cultivated there. If somewhere levelled land is found it caters to the need of foodgrains to a small extent. Otherwise, foodgrains have to be transported from plains for 6 months. In some areas sheeps are also used for transporting the 5-10 kgs. of foodgrains to hilly areas.

Mr. Chairman, Sir, Food security is our prime problem and we have resolved to provide food security to each and every part of our country. Public life gets affected for six months in some parts of Himachal Pradesh and Jammu and Kashmir due to snowfall. Therefore, ration for 6 months have to be transported there in advance. If State Government demand foodgrains, Union Government

insists on cash payment. But State Government does not have funds to pay cash price. Therefore, Central Government should provide foodgrains to them on loan basis.

Mr. Chairman, Sir, Himachal Pradesh is a backward, and neglected state in respect of food, education, clothing, housing, medical care and transport facilities etc. Therefore, a separate development Board should be constituted to provide all these facilities in Himachal Pradesh. Their problems are different from the problems of plains. Therefore, by constituting a separate development board for the hilly regions and by granting adequate funds to them problems of hilly areas can be resolved.

Mr. Chairman, Sir, our friend was talking about Purvanchal. Just now, he is not present in the House, perhaps he has left. I want that development should take place in hilly areas. Deforestation in hilly areas is affecting plains. It is the cause of frequent inundation. Due to soil erosion and land sliding, soil from the hilly areas flows to rivers in plains. Consequently, rivers in the plains are becoming shallow, and floods in these rivers are creating havoc in plains. Therefore, maintaining ecological balance, protecting forests and checking deforestation could help in the development of hilly and under developed areas. For maintaining ecological balance, eco-friendly policies should be adopted. People are inhabited in 300-400 kms. in the interior of high mountains of Arunachal Pradesh, North-eastern states, Jammu and Kashmir, Himachal Pradesh and in various areas of Himalaya. They are facing many problems. A separate board should be constituted for their development. Therefore, we support the resolution presented in the House by hon'ble Member Shri Maheshwar Singh.

Mr. Chairman, Sir, Shri Maheshwar Singh belongs to the ruling party and we are in the opposition. Even then we support the resolution presented by him. So what is the problem before the Government to approve the resolution when opposition members are supporting it inspite of the fact that it has been brought by a member of the ruling party. My submission is that Government should pass the resolution. They should not think that the member has brought a private resolution, therefore, Government should not approve it or the Minister should not accept the proposal given by a member. When we all are unanimous on this resolution and would like the board to be constituted for the development of hilly areas, then the Government should not have any problem to approve it. Government should not take it as a prestige issue that it should not accept the proposal given by a member. If a parliamentarian gives a valuable suggestion and opposition approves it, Government should not be

[Dr. Raghuvansh Prasad Singh]

abstinate rather it should accept the proposal. How the funds will be arranged, how its office etc. will be set up—these are the issues which can be decided later by discussion after the constitution of the board.

Mr Chairman, Sir, as has been demanded that a board should be constituted for the development of hilly areas, creation of Jharkhand state was also been demanded. Member of Parliament Shri B.K. Dev from Vananchal regions has left the House. I would like to mention that earlier Bihar, Orissa and Bengal were part of a single state, however, in 1912 Bengal, in 1937 Orissa were created as two separate States. Since 1912 to 1937, Bihar and Orissa remained as a single state. During this period, Britishers found out that creation of a separate Jharkhand state is not profitable rather this area will be destroyed. The demand for Jharkhand State was present during British rule also but keeping in view all the things, they did not create a separate state. A detailed discussion was held on this issue in Constituent Assembly also. Many patriots and great leaders were present in that Assembly and they also found that creation of a Jharkhand state in Bihar would not be beneficial rather it would be harmful for the Jharkhand region. At that time our first Prime Minister Pandit Jawaharlal Nehru and then late Shrimati Indira Gandhi also considered it and found that the demand of separate Jharkhand state is not justified. It is neither in the interest of our country nor in the interest of Bihar and even for Jharkhand area it is not beneficial to create a separate state. The Hon'ble Member from Himachal Pradesh is not demanding a separate state, they are demanding a separate development board which is justified. The constitution of development board will assure the people of hilly areas that they are also included in the mainstream of our country. I would like to mention regarding the Purvanchal states that creation of separate states in North-East has not helped in resolving the problems there. 7 states were created there but the development could not take place there rather it proved harmful...*(Interruptions)*

SHRI RAMTAHAL CHOUDHARI (Ranchi): Mr. Chairman, Sir, while inviting the attention of the hon'ble Member towards Punjab, I would like to state the commendable progress has taken place in Haryana since it has been segregated from Punjab...*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH: Punjab was already flourishing and so was Haryana. It flourished more after segregating from Punjab. That's why I am saying...*(Interruptions)* Why are you being aggressive...*(Interruptions)* The opposition is ready to support the Government to include the people of backward areas, adivasis, banvasis, harijans and girjans in the mainstream who have been left behind. However, at the very mention of poor people, they become aggressive.

We observed it in yesterday's discussion on general budget. They did not answer any of the question regarding the poor people. How the people who are having links with CII and FICCI will think about the problems of poor people of hilly regions. Only the wearer knows where the shoe pinches. They can not understand the agony of the harijans, girjans, adivasis and banvasis. They never care about the backward areas, to lay a railway line there or to construct a road so as to assure the people of backward areas that they are also included in the mainstream of the country. They do not pay attention to provide education facilities there...*(Interruptions)*

SHRI RAMESH CHENNITHALA (Mavelikara): They did not hear what Shri Devendra Prasad Yadav said.

DR. RAGHUVANSH PRASAD SINGH: They did not listen. Foodgrains should be provided there on loan basis. Most of the people in hilly areas are living below the poverty line. Sources of income are very few there. When the goods are transported from plains, their prices increase because of higher cost of transportation. He has started the programme to provide foodgrains to poor people. He was the Minister at that time. The benefits which were given to poor people have been withdrawn by him by increasing the prices. At that time also the people in the finance department were committing gross irregularities. Who is there to listen to the problems of the poor in finance department? They have estimated that rupees five thousand crore will be required. I want to ask whether rupees five thousand crores is a big amount for the country? The non-performing assets have reached up to Rs. 98 thousand crores which has been written off as bad debt. Rupees thirty thousand crores were outstanding against members of CII. The eminent people in the CII determine the economic terms. The people like Rahul Bajaj and Singhania are the people who know economics and who dictate economic terms...*(Interruptions)* They will sanction when all the things are impressed upon them otherwise everything will remain the same...*(Interruptions)* Therefore, I request the government that any proposal moved by any member which is beneficial for the poor and is for their development should be accepted and action should be taken thereon. The government should not say that how can we accept it. First they will listen to us and then say that you withdraw it we will take care of it. Has there been any such precedent? You should ponder over it. There is no need to consult all the people if you are doing a good work. I would like to say that a Development Board should be set up for the development of hill region. I once again thank Shri Maheshwar Singh for moving this proposal. There are some people in that party who think about the poor people and neglected

think about the poor people and neglected regions. Hon'ble Chairman, Sir, therefore, we will extend our full support for the causes of the poor and we will strongly oppose those who are committing irregularities and we will not allow them to function.

PROF. RASA SINGH RAWAT (Ajmer): Hon'ble Chairman, Sir, the Himalayas have been guarding our country since the time immemorial and therefore in the patriotic songs the name of Himalays is referred to with great respect.

16.39 hrs.

[DR. RAGHUVANSH PRASAD SINGH *in the chair*]

Uttar mein rakhwali karta parvatraj virat hai" with this line of a poem. The great poet Jai Shankar Prasad had written following lines about the Himalayas "Himalaya ke Angan mein, use de partham kiron ka uphar, usha ne kiya hans abhinandan pahnaya heerak haar." The sun rises in the East in India. When the rays of the sun falls on the snow covered peaks of the Himalayas it appears that they adorn our motherland like a garland and Himalayas look like a crown on the head of the mother India which protect this country like a sword and shield.

Hon'ble Chairman, Sir, about India it is said.

[*English*]

India is the cradle of nature.

[*Translation*]

Nature has abundantly gifted this land. On the one hand we have mighty peaks of Himalayas like Mount Everest which is the highest peak in the world, the Gaurishanker peak besides we have sacred lush green plains of the Ganga and Yamuna the Thar Desert of Rajasthan coastal planes and western and eastern ghats. We have geographical diversities. Sitting here we cannot treat every one on an equal footing as that will not be beneficial. Therefore, we will have to keep in view the geographical situations while treading our country on the path of progress. Sir, this is what I want to say through you.

It is a matter of pleasure that Shri Maheshwar Singh has moved a resolution in the House to constitute a board for the all round development of the hilly states and region particularly Himalayan region so these regions can be brought at par with the developed regions in the plains. I whole heartedly support this resolution and request the government that due attention should be paid

towards the development of the hilly region so that the people of these regions could be brought at par with the people of plains and they could join the main stream of the country and feel a part of it and they could also contribute in the development of the country.

The source of the Gangotri and Yamunotari is in Himalayas. The hon'ble member who spoke before me was referring to the Badrinath and Kedamath. We the Indian people believe in existence of 'God' in every particle of the earth. Our sages went to hills and meditated in the lap of the nature and made their life worthwhile. The Himalayas, which have guarded northern frontiers of our country from time immemorial, today constitutes the entire Himalayan region, from Kashmir to Tripura which include Aruanchal Pradesh, Nagaland, Mizoram, Meghalaya, Northern part of Assam, Aruanchal Pradesh, Sikkim along with Terai region of hilly area including Uttarakhand, Himachal Pradesh and Jammu and Kashmir is demanding from crores of Indian people that what have you done for me while I am guarding you since ages. Therefore, it is the sacred duty of the country to actually constitute a board for the development of these hilly regions.

About our country a poet said:

"Arun yah madhumaya Desh Hamara
jahan pahunch anjan chhitiz ko milta ek sahara."

Ours is a unique country full of life giving force. The Himalayas and the hilly regions are like the crown of motherland and so long as these areas are not developed and made prosperous our country will be bereft of its glory. Therefore, for the development of hilly areas particularly as you have mentioned about the development of Himachal Pradesh, undoubtedly Himachal Pradesh should be developed but the development board should be constituted for the development of the entire hilly region right from Jammu and Kashmir to Tripura.

Hon'ble Sir, the State Governments have limited resources due to which they are unable to fulfill the aspirations and hopes of the people of the hilly regions and the hilly regions are not developed upto the desired extent. The Union Government have enormous resources and the government have formulated the programmes like Hill Area Development Programme, the Western Ghat Development Programme, The North East Council, the Border Development Programme, The Desert Development Programme, The Drought Prone Area Development Programme etc. But different criterion have been adopted while formulating these programmes keeping in view the different geographical condition of the respective regions. I would like to draw the attention of the House towards

[Prof. Rasa Singh Rawat]

Road, Presidents House at Delhi to Ritwari in Haryana and Ahirwar near Alwar touches Ajmer, Merwar, Abu, Kota, Udaipur, Mewar, Chittor, Dungerpur, Banswara and upto Gujarat. Earlier the area of Aravali hills was covered with forest but now it has been denuded. But this area still has mineral deposits. Mineral deposits could not be exploited to the desired extent. Proper attention has not been paid towards the development of this area by setting up industries based on minerals available there so that local people could get employment. Recently a discussion was held on Vindhyachal area and Jharkhand region of Bihar. It is not proper to turn down the demand of setting up a branch of post office or bank in any hilly region on the ground that it would not be economical or viable. The entire development work will come to stand still if such plea is given that the area has not required population to open a post office or it has a very low income. The criteria fixed for JRY, PM's Swarn Jayanti Gramodaya Yojana, Swarn Jayanti Vikas Yojana and other such schemes is that the grants would be given on the basis of population of that area. Hilly regions do not fulfil that criteria and thus development work could not be taken up there. Sir, through you, I would like to draw your attention towards another point that earlier hilly regions were divided in two categories. First was the special category states which covered Jammu and Kashmir, Himachal Pradesh, Sikkim, Meghalaya, Tripura, Arunachal Pradesh and Mizoram. Under this category these states were provided 90 per cent central assistance for developmental works and remaining 10 per cent in the form of loan. Hilly regions of the remaining states were brought under Hilly Area Development Programme and under that scheme 30 per cent funds for developmental projects were provided as Central assistance and 70 per cent in the form of loan. The areas of Uttaranchal hilly regions of eastern and western ghats and northern areas were covered under it. But Ninth Finance Commission withdrew all these facilities and introduced uniform policy for all the regions. As a result of it development has become a serious problem for hilly regions. I feel that in view of geographical diversity of the areas union government should provide special assistance for development of hilly regions. Imbalanced development of any area causes discontentment and resentment among youths which ultimately leads to the problem of extremism and terrorism. This is the main reason for prevailing terrorism and feeling of secession in north-eastern region. The problem of Kashmir and in other certain areas is also because of such imbalanced development. It is located in a difficult geographical condition and has mountains all around. It has scattered

population. During rainy season heavy rain causes the problems of flood and land-slide. Cultivable land of hilly regions get damaged and farmers suffer heavily. In winter season, mountains are covered with snow. These people are engaged in rearing cattle and they have to take them away during winter session. They return to their homes after several months. Such are the difficulties the people are facing there. The area of mountainous region is quite vast but is sparsely populated. These areas do not have connecting roads. It is really difficult to construct roads in those areas. Rural areas lack connectivity so it is essential to construct roads there. People of hilly regions have limited sources of income. They are simple people and preserved their culture. Human values are still maintained there. I hope that while preserving their culture, way of their life style and other values of life, the Government will pay attention towards the development of those areas. Protection of forest wealth and wild life will be taken care of while starting new hydro power projects. Apples are grown in large quantity in Himachal Pradesh and jhoom cultivation is done in Arunachal Pradesh. New techniques should be adopted to increase their production. If floriculture, horticulture, poultry farms and fisheries are started there, the economy of those regions will be strengthened. The means of transport are limited and railway lines are very few. There is still narrow gauge line between Shimla and Kalka whereas narrow gauge throughout the country with the introduction on unigauge system. But narrow gauge is still in Himachal Pradesh. Similarly, in Jammu and Kashmir rail line is only upto Jammu and Kathua. Now National Democratic Alliance government has been formed under the leadership of Shri Atal Bihari Vajpayee and I hope that the Government would constitute a board for the all round development of the Himalayan region upto North-East.

The Aravali Development Board should be constituted in Rajasthan on the lines of Telangana Development Board, Mewar Development Board and recently constituted board for Jharkhand by according special status to it. A separate Development Board should be set up for Ajmer. Ajmer was a union territory upto 1956. This is a hilly region. 5 to 6 members of almost every family serve the Armed forces. Being a hilly region, area under cultivation is quite small and people have to suffer due to drought, famine and heavy rains. Therefore, Moga-Merwara Development Board should be set up for the backward hilly regions of Khairwara, Salumbar and Chittor. Aravali Development Board should also be constituted for Rajasthan. After that schemes should be formulated for development of the area and sufficient funds should be allocated. Forests containing fruit trees and other good quality trees should be developed there for the overall progress of this area.

With these words I whole heartedly support the resolution presented here by Shri Maheshwar Singh. I would request the Government to take necessary action so that the people of hilly regions may not feel aloof, discriminated and neglected and they may mix themselves with the rest of the country like the mixture of milk and water. There should be a feeling to live for others. There is an urgent need to set up a Hilly Development Board and Himachal Development Board for balanced progress of the nation.

In the meeting of National Development Council a decision was taken in 1983 to evolve a policy for National Himalayan Development Board. Later on a committee was constituted under the Chairmanship of the member of Planning Commission Shri S.J. Kasim and it was named as North-Western Himalayan Council. But we do not know as to what happened to its report. Hon'ble Minister is present here and perhaps he may have that report. I request him that in his reply he should tell about the recommendations of this council. I would request that the National Himalayan Development Board should be constituted. I feel that development of the hilly areas can be done only by setting up hydro-power projects and developing forests. With these words I conclude.

[English]

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Chairman Sir, this resolution, as moved by our distinguished colleague, Shri Maheshwar Singh, deserves the support of the entire House. I personally thank him for his brilliant concept in the given context of the regional development programme and plan, especially in the hilly regions.

Sir, any Indian who thinks of India in terms of philosophy, in terms of its spiritual identity, in terms of its cultural heritage and in terms of its religious identity, knows that the mountains of the hilly areas of this great country figure greatly in the pages of literature, history and geography. Be it the *Vedas*, be it the *Upnishadas*, be it the *Quran*, be it the *Ramayana* or be it the *Mahabharata*, all the best works of Indian philosophy, life, truth and truth with experiment, right from the days of *munis* and *rishis* down to Mahatma Gandhi, also figure the eternal concept of mountains and beyond mountains.

Tagore used to say, "When I go to the mountains or the hills, I feel that I am one with the Universe". The whole concept of Indian Philosophy centres around the hills and the mountains. People who live there are not only the citizens of this country, but they also carry the heritage of thousands of years, which no historian can account for. You cannot compare them with Indraprastha

or Lucknow or Kolkata because their wisdom is incomparable and they have seen the dawn of earlier civilisations. In our ancient literature, we find such instances where these mountains or the hills are a witness to the dialogue held with the Sun or communication with the Moon or the dream songs about the sea and so on. The border areas, be it in the Himalayan range or in the Northern parts of our country or in Jammu and Kashmir or in Himachal Pradesh, are not only precious, but also beautiful and peaceful. We now think that the time has come when we should do justice and pay our full attention of this Resolution brought by Shri Maheshwar Singh.

I remember today the great son of this country who said, "I may be a small man from the hills, the representative of a poor family, may not have been properly educated, may not have been an athlete who participated either at Athens or Moscow or Rome Olympics, but I have the desire and the determination to reach the Everest Peak". That was Tenzing Norgay from Darjeeling, who tried to reach the summit of Mount Everest year after year and who finally reached the summit of Mount Everest taking the whole world by surprise. At the instance of Pandit Jawaharlal Nehru, the then Chief Minister of West Bengal, Dr. B.C. Roy, accorded a special status to him by making him a Minister in his Government. Tenzing Norgay conveyed the message to the world that the people from the hills, though deprived of everything, can do wonders.

Now, I take the name of another great man from the North-Eastern Region, who was the first person to hoist the Indian National Flag during the freedom struggle. It was Tiao of Nagaland.

I have gone through the books of Tagore a bit. Tagore used to say, "When I feel like concentrating or when I feel for the whole Universe, beyond the territory or the periphery of India, I feel that I should go to the hills or the sea". That is why, I am describing it in this way. These hilly areas should not be treated just like other areas. If you go through Pandit Jawaharlal Nehru's "Discovery of India", you will hear the echoes of mountains in terms of brotherhood, humanity, God, inspiration etc.

This is an important Resolution and the entire House should draw the attention of the Government towards it. You know about the Himalayan Mountaineering Institute, which is located in Darjeeling. Year after year, people go there for training and to fulfil the dream of Tenzing Norgay. This Institute has produced brilliant boys and girls who went on to scale Nanda Devi and other peaks and proved that they are no less than the experts.

[Shri Priya Ranjan Dasmuni]

17.00 hrs.

Sir, this Himalayan Mountaineering Institute now requires support, especially from the Government, for their expansion programme.

Sir, yesterday when I was coming to Parliament I had the opportunity to meet another great son of the Darjeeling hills, Shri Subhas Gheising. I asked him as to why he was coming to Parliament. He said, 'I just met the hon. Prime Minister and told him that I have not taken arms in my hands; I have not indulged in any violence and I have not confronted the Government of India constitutionally. I just want to fulfil the limited aspirations of my hill people'.

Sir, the late Rajiv Gandhi, the then Chief Minister of West Bengal and myself were a party to arriving at a compromise formula for constitution of a Hill Council in Darjeeling. There was an agreement then that this Accord would be reviewed from time to time. I am setting up my Committee. But it was a Tripartite Committee at that time and the agreement was reached in a tripartite negotiation. I drew the attention of the hon. Prime Minister and told him that the time has come to think as to what is happening in Darjeeling.

Sir, as we all know, after the terrorist activities gained momentum in the State of Jammu & Kashmir, the tourists have only a limited option to choose either from Himachal Pradesh or Darjeeling for their tourism purposes. Darjeeling has got the highest load of tourists in the last few years, particularly during the days of terrorists activities in Jammu & Kashmir, which is still continuing.

Sir, Shri Gheising told me that he is unable to take care of the visiting tourists, he is unable to look after them and was pondering as to why the tourists are coming there. India is having such great natural scenic treasures and this is envied by some nations of the world. We have certain traditionally best things. What are they? One of them is the '*Surya pranam*'. The people in the world feel that the best place to see the sun rise is at the peak of Kanchanjunga in Darjeeling. People throughout the world want to see the sun rise in the Indian soil, from the peak of Kanchanjunga in Darjeeling.

Sir, once an American tourist was questioned, 'why do you not see it in Europe? Why do you not see it in Africa? Why do you not see it in your own country? He said-it was a very great world for India—to see the sun rise in a place other than Kanchanjunga hill would mean not seeing at all the dawn of the civilization'. This is the kind of message that this place has been carrying for years. Darjeeling is one of the prime zones of tourist attraction.

Sir, when I came to Parliament for the first time in the Fifth Lok Sabha, I was inspired by the then Chairman-whom I still regard not merely as a politician, but as an historian, as a poet and a philosopher- of the Public Accounts Committee, Prof. Hiren Mukherjee. He told me, 'Priya, accompany me, we would be visiting Nathula hill top to inspect Defence accounts'. When we reached there, some military officers came and told us that after certain heights we have to come down.

[Translation]

MR. CHAIRMAN: The time allotted for this Bill was upto 5.03 hours which is over now. If the House agrees, time can be further extended by 45 minutes.

SHRI SANSUMA KHUNGGAR BWISWMUTHIARY (Kokrajhar): Sir, time should be extended by one hour. This Bill should be passed.

MR. CHAIRMAN: With the consent of the House time is extended by 45 minutes.

[English]

SHRI PRIYA RANJAN DASMUNI: Sir, I would be concluding my speech very quickly.

Sir, when Prof. Hiren Mukherjee took me to the hills- I must congratulate Shri George Fernandes, he is heading Defence Ministry now—during those days, during the days of the Fifth Lok Sabha, I found that most constructive and wonderful work was being done—that was immediately after the Chinese aggression—by the Border Roads Organisation (BRO), possibly under the Ministry of Defence, if I am not mistaken. They were doing such a good infrastructural job. When I asked them if the same thing could be expected to be done in Darjeeling as well, they said that their first priority was Nathula and then they would go to other places. At that time I felt that the Ministry of Defence, through its agencies could specially take care not only of the Defence needs of the country but also could contribute in infrastructural development in those far reaching hilly areas like Nathula, Gangtok, Darjeeling and in some parts of Himachal Pradesh, Jammu & Kashmir and also, if I am not mistaken, certain parts in the small hill peaks of Assam.

I believe, all these problems have led Shri Maheshwar Prasad Singh to table this Resolution.

What happens with the normal Plan allocations? Please do not misunderstand me. Do not think that I am trying to score political points. In the Plan allocation given to a State which has hill areas in it, it is in the nature

of the leaders of the plains to see that a substantial part of the allocation or diversion is executed among the constituencies of important political leaders in the plains. Only the leftovers go to the hills. When the leftovers are sent to the hill areas, they are sent proportionate to the allocation for the plains. Ultimately, it becomes maningless.

When Gorkha Land agitation was going on, I was a Minister in the Union Government. Rajivji sent me on an eight-day tour to observe the life in hills and to see as to what the parity in hill areas is. I submitted my report to Rajivji. Then I understood that if I spend a certain amount of money on food and shelter in plains, I would spend four times more than that amount in hills for the same purpose. You can imagine the plight of people living in hill areas. My expenditure on LPG in Kalka differs vastly from my expenditure on LPG in, say, Manali. Firstly, LPG is not available in many hill areas. Where it is available, after adding the cost of transportation, it becomes much costlier than it is in plains. People living in hill areas cannot use fuel wood because of various restrictions related to protection of forest wealth. They cannot use LPG because of the high price. Where will they go? That was why, Rajivji advised the Planning Department and other Departments that separate priority should be given to hill areas in terms of parity.

The first casualty in hill areas is the health. Nothing worth the name of treatment is available in the distant hills. But, still the people living in hills feel happy thinking that they are nearer to God. They feel that if anything happens to them they will reach God quicker than the people in the plains. We cannot expect in the hills the type of treatment we get in the plains. I cannot explain the dangerous situations created by landslides. If the first problem is health, the second problem is non-availability of drinking water. In the last two months, Kurseong and Kalimpong have faced the worst possible crises of non-availability of drinking water. When you travel for an hour and come down to Silchar and Jalpaiguri, you find water everywhere. While people were misusing water everywhere, in some areas of Kurseong and Kalimpong people could not get a glass of drinking water. These landslides strike Himachal Pradesh during monsoons. Shri Shanta Kumar had been the Chief Minister of that State. He must be knowing Lata Thakur, a girl from Himachal Youth Congress. I was the President of Youth Congress then. This girl met with an accident. I got the news next day that she fell from her car. When I went there I was told that these things happen during every monsoon. Vehicles cannot be repaired during monsoon. Since contractors do not get payment in time, they also delay the works. The common men become the victims of all this. Once I was stranded between Kurseong and Jalpaiguri because of a landslide. I found that the whole administration was sitting helpless because they were not

able to pay the contractors' bills in time as they did not have money. Contractors were bargaining with the administration saying that till their dues were paid they would not send the contract labour to clear the roads.

This went on for nearly two hours. Luckily, at the time some military convoy which was coming, on their own, rescued the villagers and saved the situation. The jawans came and cleared the roads. But it is not happening every time that the jawans will come. Therefore, landslide is a major problem being faced by the people.

Apart from the tea plantation, we have best fruits like orange, apple, naashpati being grown there in our region. We have the best tea from Darjiling. Mr. Chairman, Sir, when I was the Minister of Commerce, once I visited Germany to sell Indian tea. The question came to me: "Mr. Minister, have you brought 'Darjiling tea'? I felt so proud when representatives from Sri Lanka, Africa, and other countries of the world asked me if I have brought the 'Darjiling tea'. They told me that they always tried to find 'Darjiling tea' in their markets. The name 'Darjiling' has become famous for its tea. It has been possible due to the tolling commitment of the workers of that hill. The best quality of the tea of the world, the 'Darjiling tea' is the contribution of the hill people. But look at the faith of these tea gardens! The workers are not being paid properly. Hill men or women have no other source of income. They depend only on the mercy of the owners. But the owners get changed their management year after year for frauding the banks or otherwise, and the best image of tea of India, 'Darjiling tea' is getting an assault year after year.

Sir, the best quality timbers are coming from the hill areas of India. But we have no special approach to control the environmental system, to maintain the ecological balance between the plane and hill. Our forests, timber gardens, tea plantations, fruit plantations are one of the best in the country. We can be proud of that. After getting suffocated in the pollution of Delhi, if I go and spend time in the guest house of Shri Shanta Kumar, I will not only get the hospitality but also I may grow in life for another 10 to 15 years because the environment is so clean.

Shri Maheshwar Singh's resolution will ensure the guarantee of future of India. The time has come to do it. Whether the Congress could not do or somebody else could not do it, let us criticise it in the election meetings and not here. But here, let the Parliament respond and let the Government respond because the time has come for a National Hill Development Council where a separate planned approach is to be given for the all-round development.

[Shri Priya Ranjan Dismunsi]

Be it in education, the best students of Bengal do not come from Gwalior School. The best students of Bengal come from the North point school of Darjiling. There, parents try for months together saying 'Should our son get a chance there'? Such is the best standard they have set up though their capacity is limited.

Therefore, Sir, I convey through you to the Government that I am no less than our distinguished Defence Minister whose most of the time is spent taking care of the army in this front. He has his best practical experience and he knows how the civilians suffer in the hill areas, because he witnesses them every day, every week and every month. He can respond to it on behalf of the Government in a most constructive manner. The distinguished Minister Shri Shanta Kumar is also present here. He knows the problem of the people of the hill States because he himself hails from a hill State.

Sir, I have till now discussed about the hill pockets of a State. Now, I will take one to two minutes to discuss about the hill State itself. I personally feel that if the allocation for Punjab is Rs. 10 crore, the allocation for Himachal Pradesh should be three times than that of Punjab. It is because, in plane you can exploit every thing but in hills you simply cannot. You just cannot because you are so helpless.

Now, I would like to draw the attention of the hon. Defence Minister only on one point, and if I am wrong, I shall withdraw my words. If I am misleading, I shall apologise. In the Ranthan base of Rajasthan there is a tiger reserve forest. It is not a hilly pocket but it is part-linked with the environment and ecology. The hon. President of the United States of America is paying a visit to India and India will certainly accord a warm welcome to him. But I am told that, for him seven helipads are being planned to be erected in the tiger reserve forests of Ranthan base of Rajasthan which is threatening the tigers and other wild lives.

If it is incorrect, I withdraw. If it is correct, I think, enough care should be taken to see that the wildlife establishments are not disturbed.

I request through you that this National Hill Development Council, if it is formed by the Government should take care of the cultural, linguistic and ethnic identities of the hilly areas in such a manner that the people there feel that the people living in both the plains and the hills are floating in the same great stream called India.

With these words, I conclude my speech.

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Mr. Chairman, Sir, how the justice is done to the people of hilly areas is revealed by this fact that they are still deprived of basic amenities like food, clothing and shelter. It is the responsibility of the Union Government as well as the Parliament and parliamentarians also to provide them in 21st century, the basic amenities at least. If we are still unable to provide them even drinking water facility, how we can claim that development works are taking place there. This requires to be considered seriously. Every year Central Government and State Government sanction the grants for the development of hilly areas, but the sufficient funds are not being provided for the purpose.

Forests can not be protected effectively unless development works takes place in hilly areas. Today, there is a need to protect the environment. I think alongwith the maintenance of trees, people are also required to be look after. We promote deforestation however, a special scheme is required to be formulated for the people living in forests. I would like to appeal the Central Government to formulate a special five year scheme for these people. Sahyadri and Satpura mountains are situated in Maharashtra. Maharashtra Government has formulated a scheme for the people living in that particular hilly area. But, it has been noticed many times that the actually needy persons are not getting the benefit of the scheme formulated for them. Today potable water is not available in hilly areas. It is a very serious problem. Central Government should formulate a special scheme to resolve this problem. Central Government should not think that it is responsibility of the State Government to formulate the scheme. Today, you are in power but for the last 50 years you were not in power so when you are in power, you should work for the welfare of the poor people. You cannot live on air only. Food is essential to live. These people are having lack of means which should be provided to them.

I hope that

"Jab milega yeh mkan, band hoga tera yeg dukan,
Paharo say jo takrata hay, used tufan kahtey hai
jo tufano say takrata hay, used 'Main' ekthey hain"

I am expressing myself in plain words. We have full rights to speak plainly in Parliament. Unless as adopt this technique, you will not move. Such types of words are used during the discussion. All of us are discussing over the problem of hilly areas. We all do not live in hilly areas. As we are in Parliament, we must think about problems of people living in hilly areas. Poverty should

be eradicated. Government should formulate an effective programme to eradicate the poverty in hilly areas also. Government has enough funds. And if there is shortage of money then it should generate additional revenue, but if the Government increases the prices for this purpose we will certainly oppose that. Not only the opposition members but also the ruling party members support such a move. Prices of milk and foodgrains are required to be brought down. Rationing system in hilly areas is also required to be more effective.

[*English*]

SHRI C.P. RADHAKRISHNAN (Coimbatore): What about milk producers, rice producers and agriculturists?

[*Translation*]

SHRI RAMDAS ATHAWALE: It is required to give maximum benefit to the people engaged in production works. The maximum share of benefit from the subsidy provided by the Central or State Government should go to the producers. Poor people also should not be put into trouble. As I have stated earlier, Government should consider to formulate a special plan for the hilly areas and I hope that the same is being done.

VAIDYA VISHNU DATT SHARMA (Jammu): Mr. Speaker, Sir, a year ago, people from South were on pilgrimage to Amarnath. We were making arrangements to take them to Amarnath. Pilgrims were not having any other cloth except dhoti and Kamiz. We asked them that Amarnath is a very cold place, temperature there goes into minus. They said that they have a chadar with them to get protection from cold. My aim to mention this incident is that the people living in plains and in coastal areas can not imagine the life and the problems of the people living in minus temperature. Therefore, the people who formulate the schemes should take care of general development and meaningful programmes should be formulated for the development of people living in hilly areas. In comparison to the development taken place in other parts of the country, hilly areas are still under developed. Even after the 50 years of our independence there are such backward areas in hilly regions where people have not yet seen any bus or train. The situation is to such an extent that it takes months to reach a letter there as post offices are situated far from their places. Circumstances get changed till they receive the letter. I mean to say that it is difficult to imagine that what sort of development schemes will work out in hilly areas. The actual cost of construction of roads in hilly areas is manifold than the estimated cost in plain areas. Therefore, while estimating the cost of construction of roads and to allocate the funds for developmental projects in hilly areas, the authority, council or the concerned

officers should consider over the fact that hilly areas required more allocation of funds due to geographical diversities.

Mr. Chairman, Sir, my constituency lacks educational facilities. There is only one school in the area of 10-15 kms. It is not easy for the children to cover such a long distance daily to get education. If the Government considers to remove illiteracy from these areas, it is very essential to open large number of schools and to appoint the teachers there. That is why the funds you earmark in budget for education in plains do not prove sufficient for hilly areas. Therefore, whether it is a matter of removing illiteracy or to provide roads or to arrange the transport and telecommunications facilities, hilly areas require more amount of funds. In these areas, if a terrorist takes shelter in a village, people of that village started recognising him as a terrorist.

If any accident takes place in hilly areas, people have to travel on foot through the hilly terrain to reach police station or a hospital. Sometimes it takes them even two days to do so. The people of hills are living in such adverse conditions. I want to emphasize that if we want meaningful development in these areas and want them to be an integral part of India and make progress in tune with rest of India then we would have to constitute a separate planning commission for them and also make provision for their development as per their requirements.

Mr. Chairman, Sir, there is no proper arrangements for supply of medicines in these areas. Medicines are not available there. Laddakh has an area of 96 thousand square miles and a population of 1 lakh. There are areas where small hamlets are scattered at a distance of 50 kilometres. Habitation is sparse, you cannot imagine as to how difficult it is to manage if a woman has to deliver a child. It is only through the grace of God that a normal delivery takes and the mother and child are saved. These people do not normally get medical aid or advice. These circumstances also prevail in the rest of hilly areas also. Therefore, I want that a separate Development Board should be constituted for hilly areas.

Mr. Chairman, Sir, I hail from Jammu and Kashmir. There are several areas in Jammu and Kashmir which are snow bound for nine months in a year. Due to this, the people living there come out of their homes only for three months to make their living. They have to store food in such quantity that it may last for nine months as they have to remain confined to their rooms for that duration. They live in such hostile environment. Therefore these people can get the real benefit only when the schemes for the development of these areas are formulated by those people who are well aware of the

[Vaidya Vishnu Datt Sharma]

difficulties and circumstances of hilly areas, eager to visit these areas from place to place and draft the schemes according to the particular situation of an area, otherwise it will be of no use. Similarly, conditions are prevailing in the rest of hilly areas whether it is of Himachal Pradesh or any other place situated in the lap of great Himalayas. The reason for raising the issue of creating separate states today after 50 years of independence is that a despite remaining under a single rule, no development and progress took place in these areas.

Mr. Chairman, Sir, these areas have yet to reap the harvest of independence. Even the essential commodities of life are not available to the people of these areas. There are many far-flung areas in hills where even washing soap is not available to the people. One is surprised how the people living in so far-flung areas of lofty mountains, carry the goods to their homes. The entire country should ponder over the sufferings of these people and prepare a plan for their welfare.

Mr. Chairman, Sir, provision will also have to be made for ensuring that the people of hilly areas may get proper price for their goods and crops. Fruits are cultivated there but they get rotten there in absence of proper transportation facilities and roads. In some areas mineral stones are found in abundance but these can not be transported due to lack of roads. Sapphire is extracted in huge quantity in my area and its extraction has been going on for centuries but it does not reach roadhead due to absence of transportation. People either travel on foot or ride horses but there is no means of transport. There are various minerals and stones which are found in different areas but they are not being extracted. If those minerals and stone could reach the market the poverty of these areas could be removed to a great extent.

Mr. Chairman, Sir, there is lot of misuses of forest wood due to absence of transportation facilities and roads in these areas. There is terror in many hilly areas due to the activities of the terrorists. These areas are on the border of Pakistan and have become a hot bed of their terrorist activities. The police can not reach there inaccessible and inhospitable areas as the vehicles cannot be driven to these places. The people living there cut and store the wood and also use it as fuel but the terrorist set afire the depots where the wood is stored. These areas are being ruined like this. Deforestation is taking place and the wood is being destroyed. I would like to tell you that till now the terrorists have destroyed forest wood worth Rs. 5 billion by setting afire. To check such activities it is essential to make available telecommunication, road transportation, hospital, education facility and supply of other essential commodities to these areas. It is also essential to make provision for

transportation of the produce of these areas to the market. All these arrangements should be made according to the circumstances of a particular area. Hence it is my submission to accept the Resolution moved by hon. Member Shri Maheshwar Singh in which it has been suggested that a separate Board for the development of the hilly areas should be constituted. The Government of India should provide adequate funds for the board so that the neglected people living in far flung areas may enjoy maximum facilities and fruits of development may reach them. They may also feel proud of living in an independent country, like rest of their countrymen. To achieve this it is necessary to set up a board. With these words I conclude and thank you for giving me time to speak.

[Translation]

SHRI K.P. SINGH DEO (Dhenkanal): Mr. Chairman, Sir, first of all, I would like to congratulate the mover of this Resolution, Shri Maheshwar Singh who hails from the hilly State, not only the hilly State but from the mountainous State. This is a very crucial topic which he has raised. We are celebrating the entry into the new millennium and we have just completed 50 years of our Independence. The fact is that this Resolution has received probably the unanimous support from all sides of the House, irrespective of party or colour or creed.

If one looks to the map of India starting from Ladakh to the Himalayan ranges, one finds some places like Banihal Pass, Western Ghats, Eastern Ghats, etc. which are very well known geographically as well as in geo-political terms. It is because these are the areas where there is a lot of turmoil-geo-political and geo-strategic. But there are many lesser areas.

I am glad that he has mentioned other areas also. An elementary student of geography will tell you that anything beyond 3000 feet is a mountain, Shri Maheshwar Singh coming from the mountainous region knows that whether it is Himalayan region or Ladakh or the so called Uttarakhand i.e. the Kumaon Hills and Garwal Hills depends solely on money order economy. There is money order economy because a bulk of our Army personnel are recruited from there and bulk of our ex-servicemen are settled there. But there are many lesser known-height-wise-hilly ranges which are calm and peaceful and who do not indulge in militancy or political upheavals. They have remained probably not so prominently in the eyes of the Planning Commission and us.

Sir, the Himalayan ranges as well as the other hilly areas have been the repository of India's spirituality, its culture, its water wealth, and its forest wealth. The areas

to which you belong and other areas like, Andhra Pradesh, Kerala, Madhya Pradesh, Karnataka, Rajasthan, Banaswara, Jhabua, Dule of Maharashtra, North Eastern regions, are the repositories of India's mineral wealth. These are the areas which are inhabited by tribals. These are the areas which are inhabited by people who do not have the minimum required necessities. There is no communication system. There is no facility of administration, leave alone the other segments of the administration.

Sir, my hon. friend, Shri Ramesh Chennithala was referring to Kalahandi, Bolangir and Koraput areas. Sir, Koraput is a place which has given to India the concept of blast furnace. Much before the Germans or the Russians or the Swedish or the gigantic Japanese plants made blast furnace, it was the tribals of Koraput who gave the concept of blast furnace in their own primitive way. Koraput is again a place which has given to the world the word 'oriza', the botanical name for rice.

Sir, we have been discussing in this House the incidents of starvation deaths, famine, migration, selling of children and their exploitation in Koraput, Bolangir and Kalahandi. The agency areas of Andhra Pradesh—Vijayanagaram, Visakhapatnam, Srikakulam—along with Bastar and Koraput, have given rise to People's War Group.

It has given rise to social upheavals. A socio-economic problem has been converted into a socio-political problem. How do we tackle it? By the might of our armed forces and by the might of the police we treat it as a law and order problem. Therefore, I am extremely grateful to Shri Maheshwar Singh because he has drawn the attention of the House saying that here is a segment of people who have contributed so much to India over the last five thousand years in various respects, who are crying out for our attention. We do not focus our attention because they do not have the collective bargaining power. They do not raise their voices. They are simple people. They are happy people; happy-go-lucky type. They are satisfied with whatever they have got and they do not come and beseech us arrogantly or aggressively. Nor do they draw our attention.

That is all the more reason why we in our wisdom as a House of the People, who are accountable to the people, responsible to the people, should focus our attention on these unfortunate brothers and sisters of ours who live in these areas devoid of any development, whether it is railways, whether it is border roads, whether it is roads or whether it is communication. In spite of the IT revolution, in spite of the communication revolution, in spite of the white revolution, the green revolution and the blue revolution, nothing touches them. They are still

primitive, their lives are primitive, their houses are primitive, there is no sanitation, there is no health facility, and when a cyclone like the one which hit Orissa comes, their shelter is also blown away. There is no semblance of the so-called civilisation as we would like to call it, because they are far more civilised than we are.

Therefore, all these grandiose plans of the Planning Commission—we have seen nine or ten of them—and all these Formulas like the Gadgil Formula, the Modified Gadgil Formula, the Bharadwaj Formula, the Mukherjee Formula, the Gap-Filling Formula of the various Finance Commissions—we have had ten of them—have not been able to touch upon the rediments or the basic necessities of these areas. What were these areas fifty years back? Particularly Kalahandi was the granary of Western Orissa which used to have the same rice production as that of Balasore or the irrigated areas of Puri and Cuttack. It had the same amount of production as probably Krishna-Godavari valley. It is the deposits in Koraput, Kalahandi and Bastar as well as the Visakhapatnam agency area of Andhra Pradesh. Most of the iron ore, most of the manganese ore, most of the asbestos and the chromite ore come from our area. I come from a placer where there is 90 per cent of the chromite of India. But there is not a single paisa investment in that area.

They are all tribals. They are poor people. Only the Himalayan region has drawn our attention because of the very many turmoils which have taken place. Even now Kargil is engaging our attention because that is a very sensitive area. But there are less sensitive areas. Take for instance Nilgiri Hills, the Vynad Forests the Jhabua area, and the Panch Mahal area. Now, in the North-Eastern region there is a cry for the Bodoland. Similarly, there is a cry for the creation of Jharkhand State and Uttarakhand State. All these are the manifestation of the neglect which has been shown whether by us in this House or by the Planning Commission or by the Government of the day, whatever it may be. But the point is, we must focus our attention to these areas. We must not allow them to live on money-order economies, nor should we allow them only to do whatever is possible by their own little effort, which is very meagre.

These are the areas which have given such things as the Chipko Movement which is trying to conserve, protect and preserve our natural heritage. The area of Puga Valley just north of Rohtang Pass and Manali area is the repository of the alternate source of energy. We have not tapped that. The only vestige of a 100 per cent Aryan village is near Kargil. We have never focussed our attention on them. It had to be brought to our focus

[Shri K.P. Singh Deo]

by German tourists who ran away from a bus which stopped at Kargil during the 50-day war. That is how we found that there is an Aryan village somewhere there where people had blue-grey eyes and beautiful blond hair. And that is the last reminiscence of civilisation. Now, the Anthropological Survey of India has found out that there are ancient tribes where the population is not at all increasing. All the male children are dying out. We have not yet found a solution to this, neither have we focussed our attention on them. So one can go on speaking endlessly but the fact remains. Shri Maheshwar Singh has pointed out that our focus and attention should be directed there. We have had different schemes which are only in pen and paper. We have had many schemes for tribal areas like the Tribal Development Corporation, Tribal Development Blocks. We have many number of office memoranda from the Ministry of Personnel trying to give them a semblance of administration by sending good officers from Delhi and other States so that they can look after the basic needs of those areas of remote and hilly regions. But nothing has come out. I would like to appeal to this House that this is a subject which goes beyond party and any other shades of opinion. We must focus our attention. We must have a Board on hilly areas not necessarily above 3000 feet but below 3000 feet which are hilly as well as mountainous terrain.

I thank you for giving me an opportunity to speak.

[Translation]

SHRI CHHATRAPAL SINGH (Bulandshahar): Hon'ble Chairman, Sir, I rise to speak on the resolution moved by Shri Maheshwar Singh. If the proposed Board for Hilly region is set up then certainly there will be improvement in the life of those people who are living in hilly regions. I would like to draw the attention of the House to three-four points which in my opinion are necessary for hill development and for the development of people who are living there. They are road, health, security and resources which are required for creating employment.

The condition of roads is very bad. People have to walk even 20 kms to reach their home. Children cannot go to school in the absence of roads. Since there are no schools, therefore, special schemes should be formulated for providing educational facilities.

MR. CHAIRMAN: You please wait for a minute. The discussion, on this resolution will take one more hour to complete as three hon'ble Members, an hon'ble Minister and the mover have yet to speak. It is not possible to complete this discussion today itself. Therefore, we will

discuss this upto 6'0 clock and after that the discussion will continue because one more hour is required for this.

SHRI CHHATRAPAL SINGH: Atleast arrangement of one teacher should be made even if there are only 10 students to study. If this arrangement is done their children could get education. There should be separate budget for education in hilly areas. If the children get Education they would progress. Just now our colleague from Kashmir mentioned about the Health Services in hilly regions. In reality there the health services are not good. There are no doctors upto 50 kms. There is no means to take patient to the hospital and in many cases the patient die on way. My request is that for the development of hilly regions health centre should be set up at various places which are closer to the habitation in hilly areas. This way they can save their lives. Arrangement of doctors and medicines should be made by establishing Health service centres. In my opinion the Board for hilly regions would make such arrangements.

As regards security, I would like to say that every individual residing in hilly area act as a soldier. I had the opportunity to visit Twang. A person residing in Delhi doesn't know where he is going. The people who are residing in that area on Indo-China Border are also protecting the borders of the country. There is a lot of difference in the life of people living in hilly areas and in plains. If they also think that why they should live in hilly areas then who will protect the borders of the country. We cannot totally depend on army for the protection of hilly area. Therefore, the facilities which we are giving to them are too inadequate. Everything is lacking in their life. The resolution which our colleague Shri Maheshwar Singhji has moved regarding setting up of Board for Hilly region is a very good suggestion.

Mr. Chairman, Sir, now I would like to give a few suggestions for the development of hilly regions. For the development of hilly regions, there is a need to encourage tourism. If a person residing in plains visit hilly areas then certainly he will spend some money and it will increase the earnings of people living there. In case we are unable to attract foreign tourists, then we can encourage domestic tourism. Most of our pilgrimages are in mountains. If the facilities of good roads, good accommodation and good quality food are provided then more people will visit these pilgrimages. This will increase the income of people of hilly areas.

In Uttarakhand region there are various pilgrimages like Kedarnath, Badrinath, Gangotri, Yamunotri and Devprayag. Every year lakhs of people visit these pilgrimages. But most of the people stay there only for

one two days because there is no proper arrangement of accommodation, communication facility and means of entertainment. Besides these, people do not have the habit of staying in that kind of environment. If all these facilities are provided there then these people may stay there for one week instead of two days. Due to this, the feeling of neglect which the people of hilly area face will not be there.

Special attention should be paid towards Dairy Development in hilly areas. If cattle of very good breed are provided then that will also help in the development of that region. Many developmental activities have been undertaken in plains but no developmental activities have been undertaken in hill areas. There the capacity of milk can be increased. From there the milk can be brought within 24 to 48 as there is cold weather and hence the milk will not get spoiled. If it is brought down to plains then certainly they will get more money. The production of fruits is good in all hilly areas. Varieties of fruits are available there, but no plant has been installed there for fruit preservation. All such plants are situated in plains. There is hardly any demand for apples of Shimla there and the farmers have to sell it at throw away prices. In Himachal and Kashmir, the quality of apples are very good but the farmers cannot get one-fourth of the price of Delhi. The farmers are being exploited. These shortcomings can be removed by setting up food preservation units in hilly areas. If the facility of means of transport are provided then the farmers of Himachal and Kashmir can sell their produce at the Mandies of Delhi and in mandies of other cities also. It will help farmers to get good price provided they sell it in time. For this, we need to construct roads and provide transportation on priority basis. Even today in hilly regions there are many such regions where we cannot grow anything. If we provide horticulture knowledge, and saplings of fruit trees to farmers of that area then certainly the horticulture will develop and alongwith that the condition of farmers will also improve. If the production of fruits are increased then definitely the people in the area will earn more money and this will lead to improvement in their standard of living. I have also visited Utrakhand and hilly areas of North-East. During rainy season the rivers turn very dangerous and there are no bridges to go from one hill to the other. Therefore, they have to go by going down two kms and climbing up other two kms. If bridges are constructed there then it will reduce distance and means of communication will increase. Even though the bridges are small but there must be a network of bridges. Wherever there is habitation those areas should be linked through bridges.

17.56 hrs.

(MR. SPEAKER *in the Chair*)

Whenever we speak to the people of hilly regions, they always mention about one problem that if they have

to come to Delhi they have to face lot of difficulties for railway reservation. They have to go to the station atleast 2 days before and even for enquiry they have to go to the station.

[*English*]

MR. SPEAKER: At 6'0 clock, we have to adjourn the House. Please conclude.

[*Translation*]

SHRI CHHATRAPAL SINGH: For the development of hilly region, the railway reservation facilities should be provided in all big cities of hilly regions. I am not talking about the development of railways only but I am talking about the development of hilly region. In hilly regions, people face difficulty particularly in railway reservation. I got the opportunity to visit Kashmir two years ago with a Committee. A lot of weeds have grown up around the Dal Lake and a lot of silt is also being deposited in it. The Dal Lake which once was the heart of Kashmir has lost its charm. My request to government is that it should be desilted again and its depth should be increased by dredging so that it retains its lost charm.

[*English*]

MR. SPEAKER: Shri Chhatrapal Singh, you can continue your speech later.

[*Translation*]

SHRI CHHATRAPAL SINGH: I am concluding my speech in one minute. For the development of hills special attention should be paid towards sheep rearing, wool Industry and handicrafts. I will mention my remaining points later on. Thank you.

18.00 hrs.

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): Mr. Speaker, Sir, during this discussion hon'ble Member Shri Priya Ranjan Dasmuni mentioned about the construction of a hellipad at Tiger Reserve of Ranthambore. The President of America is to visit that place and something has been said about this. I have got the facts that no hellipad is being constructed there. A hellipad within a parameter of 3 kms already exists in the Tiger Reserve. Last year when the Deputy Prime Minister of Britain paid a visit, he landed there because he had to go to that Reserve. This time also, since it is expected that the American President may visit that place only repair work of hellipad is being done there. Nothing new is being constructed there.

18.01 hrs.

The Lok Sabha then adjourned till eleven of the clock on Monday, April 17, 2000/Chaitra 28, 1922 (Saka)