

**Eleventh Series, Vol. XIV No. 11**

**Thursday, May 15, 1997**

**Vaisakha 25, 1919 (Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**Fourth Session  
(Part-IV)  
(Eleventh Lok Sabha)**



(Vol. XIV contains No. 1 to 12)

**LOK SABHA SECRETARIAT  
NEW DELHI**

*Price Rs. 50.00*

## **EDITORIAL BOARD**

**Shri S. Gopalan**  
**Secretary General**  
**Lok Sabha**

**Shri Surendra Mishra**  
**Additional Secretary**  
**Lok Sabha Secretariat**

**Shri P.C. Bhatt**  
**Chief Editor**  
**Lok Sabha Secretariat**

**Shri Y.K. Abrol**  
**Senior Editor**

**Shri Balram Suri**  
**Assistant Editor**

---

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

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

Thursday, May 15, 1997/Vaisakha 25, 1919 (Saka)

<u>Col/Line</u>	<u>For</u>	<u>Read</u>
Contents page (ii)/16	Shrimati Bhavnaben Devraj Bhai Chikhalia	Shrimati Bhavnaben Devraj Bhai Chikhalia
33/23	SHRI GUMAN MALLODHA	JUSTICE GUMAN MAL LODHA
114/13	SHRI K.S.RAYADU	SHRI K.S. RAYUDU
173/2	SHRIMATI KETAKAI DEVI SINGH	SHRIMATI KETAKI DEVI SINGH
196/39	SHRI DEVI BOX SINGH	SHRI DEVI BUX SINGH
198/2	Occupation of Seats of Coolies	Occupation of Seats by Coolies
200/23	SHRI RAMMURTY SINGH VERMA	SHRI RAMMURTI SINGH VERMA
212/15 (from below)	SHRI MUNNI LAL	SHRI MUNI LAL
324/12	SHRI BHAGVAN SHANKAR RAWAT	SHRI BHAGWAN SHANKAR RAWAT

## CONTENTS

(Eleventh Series, Vol. XIV Fourth Session (Part-IV) 1997/1919 (Saka)  
No. 11, Thursday, May 15, 1997/Vaisakha 25, 1919 (Saka)

SUBJECT	COLUMNS
<b>ORAL ANSWERS TO QUESTIONS:</b>	
*Starred Questions Nos. 561-563 . . . . .	1-19
<b>WRITTEN ANSWERS TO QUESTIONS:</b>	
*Starred Questions Nos. 564-580 . . . . .	19-48
Unstarred Questions Nos. 6240-6469 . . . . .	48-250
<b>PAPERS LAID ON THE TABLE . . . . .</b>	<b>250-253</b>
<b>COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE</b>	
Third Report— <i>Presented</i> . . . . .	253
<b>COMMITTEE ON SUBORDINATE LEGISLATION</b>	
Eighth, Ninth and Tenth Reports— <i>Presented</i> . . . . .	253
<b>STANDING COMMITTEE ON TRANSPORT AND TOURISM</b>	
Twenty-Sixth, Twenty-Seventh and Twenty-Eighth Reports— <i>Laid</i> . . . . .	253
<b>STATEMENT CORRECTING THE ANSWER TO STARRED QUESTION NO. 422 DATED MAY 6, 1997 REGARDING BONUS TO FARMERS</b>	
Shri Chaturanan Mishra . . . . .	254
<b>STATEMENT BY MINISTER KIDNAPPING OF THE RELATIVES</b>	
OF SHRI PRABHU DAYAL KATHERIA, M.P. . . . .	255-259
Shri Indrajit Gupta . . . . .	255
Shri Prabhu Dayal Katheria . . . . .	256-258
<b>STATEMENT CORRECTING THE ANSWER TO STARRED QUESTION NO. 269 DATED JULY 30, 1996 REGARDING DRUG PRICE CONTROL, AND GIVING REASONS FOR DELAY IN CORRECTING THE REPLY</b>	
Shri Sis Ram Ola . . . . .	255-256
<b>Re: QUESTION OF PRIVILEGE AGAINST ATTORNEY GENERAL FOR ALLEGEDLY GIVING WRONG INFORMATION BEFORE SUPREME COURT. . . . .</b>	
Shri Ram Naik . . . . .	259-261
Shri Srikanta Jena . . . . .	261

\*The Sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.



SUBJECT	COLUMNS
<b>MATTERS UNDER RULE 377 . . . . .</b>	<b>265-268</b>
(i) Need to open G.P.O. in Gadachiroli district, Maharashtra for better Postal Services Shri Hansraj Ahir . . . . .	265
(ii) Need to set up Mineral Ore based industries in Balaghat district, Madhya Pradesh Shri Vishveshwar Bhagat . . . . .	265
(iii) Need to review ban imposed on export and free movement of potatoes within the country Shri Sudhir Giri . . . . .	266
(iv) Need to clear backlog of telephone connections in Kanyakumari district, Tamil Nadu Shri N. Dennis . . . . .	266
(v) Need for immediate gauge conversion work of Makum-Dangori Section in Assam Dr. Arun Kumar Sarma . . . . .	266-267
(vi) Need to provide Express train service between Kota and Bhopal Vaidya Dau Dayal Joshi . . . . .	267
(vii) Need to take concrete steps to check smuggling along seashore in the country, particularly in Gujarat Shrimati Bhavnaben Devraj Bahi Chikhalia . . . . .	267-268
(viii) Need for early completion of renovation work of new railway station buildings at Karad and Satara, Maharashtra Shri Prithviraj D. Chavan . . . . .	268
<b>DISCUSSION UNDER RULE 193</b>	
<b>PROBLEMS OF TEXTILES INDUSTRY . . . . .</b>	<b>268-307</b>
Shri Madhukar Sarpotdar . . . . .	268-272
Shri Ram Naik . . . . .	272-276
Shri Anadi Charan Sahu . . . . .	276-281
Shri C. Narayana Swamy . . . . .	281-285
Shri Pramotes Mukherjee . . . . .	285-288
Shrimati Sumitra Mahajan . . . . .	288-291
Shri Rambahadur Singh . . . . .	291-294
Shri Jagat Vir Singh Drona . . . . .	294-298
Shri R.L. Jalappa . . . . .	298-307
<b>EXPORT-IMPORT BANK OF INDIA (AMENDMENT) BILL-Cont. . . . .</b>	<b>307-310</b>
Motion to Consider . . . . .	307
Shri P. Chidambaram . . . . .	307-309
Shri Girdhari Lal Bhargava . . . . .	309-310

SUBJECT	COLUMNS
HALF-AN-HOUR DISCUSSION	
INTERNATIONAL TOURIST PLACES IN THE COUNTRY . . . . .	310–328
Shri Bhagwan Shankar Rawat . . . . .	311–316
Shri Ram Naik . . . . .	316
Shri Sriballav Panigrahi . . . . .	316–318
Shri Rajiv Pratap Rudy . . . . .	318–320
Shri Srikanta Jena . . . . .	320–328

## LOK SABHA DEBATES

### LOK SABHA

Thursday, May 15, 1997/Vaisakha 25, 1919 (Saka)

*The Lok Sabha met at Two minutes  
past Eleven of the Clock*

[SHRIMATI GEETA MUKHERJEE in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Recruitment of Rail Passengers Service Agents

[English]

+

\*561 SHRI GULAM MOHD. MIR MAGANI:

SHRIMATI SARADA TADIPARTHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any advertisement has been given for recruitment of Rail Passengers Service Agents;

(b) if so, the number of Agents recruited during the last two years and current year, so far and terms and conditions for their recruitment;

(c) the details of trains in which satellite based telephone services are available and the charges fixed per call;

(d) the amount which have to be paid by Railways to Videsh Sanchar Nigam Limited for this purpose;

(e) the target fixed to extend these services in all the express and mail trains and particularly in long distance trains; and

(f) the extent to which the telephone facility will help in reducing the train accidents ?

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (f) A Statement is laid on the Table of Sabha.

(a) Yes, Sir.

(b) 168 Rail Travellers' Service Agents were granted licences during the period 1995 to 1997 (till date). The terms and conditions for appointment of Rail Travellers' Service Agents are given in the Authorisation of Rail Travellers' Service Agents Rules, 1985 notified under Statutory Order No. 881 (E) dated 5.12.1985 published in

the Gazette of India Extraordinary part-II Section-3 Sub-section (ii) dated 5.12.1985 as amended vide Statutory Order No. 771 (E) dated 30.7.1987 published in the Gazette of India Extraordinary Part - II Section-3 Sub-section (ii) dated 13.8.1987 and Statutory Order No. 331(E) dated 1.7.1992 as published in the Gazette of India Extraordinary Part-II Section-3 Sub-section (ii) dated 26.5.1993.

(c) The satellite based telephone services have been made available in New Delhi-Mumbai Rajdhani Express trains and Hazarat Nizamuddin-Mumbai August Kranti Rajdhani Express trains. The call charge are Rs. 126/- per minute for inland Calls i.e. calls within India and Rs. 162/- per minute for all International Calls. These charges have been fixed provisionally.

(d) The amount payable by the Railways to Videsh Sanchar Nigam Ltd. is Rs. 120/- per minute for the inland Calls and Rs. 150/- per minute for International Calls.

(e) These services are planned to be extended to all the Rajdhani Express trains by the end of 1997-98. Its extension to all the Express and Mail Trains would depend upon the success and popularity of the scheme in Rajdhani Express and logistic problem of providing the service in these trains.

(f) The existing satellite telephone facility provided in the trains will not help in reducing the train accidents. It has been provided primarily as a passenger amenity. However, in case of accidents, the facility can be used for passing accident related message and relief operations provided the telephone equipments and coach in which the telephone is installed is not damaged.

(Interruptions)

[English]

SHRI G.M. BANATWALLA: One third of the seats should be occupied by ladies.

[Translation]

SHRI GULAM MOHD. MIR MAGANI: Mr. Chairman, Sir, through you, I would like to know from the hon. Minister whether the concerned Ministry has given any advertisement for recruitment of Agents for the convenience of Rail Passengers. If so, the number of Agents recruited so far and the terms and conditions for their recruitment whether such Agents are available in Jammu & Kashmir ? If not, why not you depute local Agents there so as to provide them employment.

SHRI RAMVILAS PASWAN: Mr. Chairman Sir, in Part (b) of my reply I have already stated that 168 Rail Travellers' Service Agents were granted licences during the period 1995 to 1997 (till date). I have got the figures of the last one year, during which 15 advertisements were

given. These advertisements include Jammu Tavi, Pathankot, Amritsar, Ludhiana, Kaika and Udhampur and this advertisement was given on 17.12.96.

SHRI GULAM MOHD. MIR MAGANI: I would like to know from the hon. Minister whether the telephone facility provided in Railways on experimental basis has proved successful. If so, the amount recovered for call so far ?

SHRI RAM VILAS PASWAN: Mr. Chairman, Sir, so far as the question of success is concerned, we have not achieved much success in this regard. As I have already stated that the charges are Rs. 126/- per minute for Inland Call and the amount payable by Railways for this is Rs. 120/- while the charges for an International call is Rs. 162/- per minute and the amount payable by Railways for this is Rs. 150/-. However, the problem is that the satellite based telephones have been installed in the Pantry cars of the selected trains. The passengers may be facing some inconvenience in having access to these pantry cars. Whatever may be the reasons behind it, the facility has not been as popular as we expected.

[English]

SHRIMATI SARADA TADIPARTHI: Madam, I would like to draw attention of the hon. Minister to the news item entitled, "Railways Licences allotted out of turn", appearing in Deccan Chronicle, Hyderabad on 2nd February, 1997. I hope necessary action would be taken against those involved.

In regard to train telephone services, the cost of call charges at the rate of Rs. 126/- per minute seems to be very high though it is a boon for the tourists, executives and businessmen who grudge that their cellular phones go dead once the train has crossed Delhi's borders till the outskirts of Mumbai or any other main city.

So, I would like to know whether the Government proposes to utilise the train telephone facilities to control the problem of growing incidence of looting and train robberies. If so, what arrangements have been made in this regard and, if not, what are the reasons thereof ?

[Translation]

SHRI RAM VILAS PASWAN: Mr. Chairman, Sir, this question consists of three parts. In the first part he has referred to "Deccan Herald", but I do not have any information in this regard. I would get a copy of it from the hon. Member and conduct an inquiry in this regard and if the allegation is found correct, suitable action will be taken. The second part of the question is regarding the telephone rates. As I have just told that we are working on 'no profit no loss' basis. We have to pay Rs. 120/- per minute for the Inland Call to Videsh Sanchar Nigam Ltd. while we recover Rs. 126/- per minute from the passengers which includes service charge. Similarly we charge Rs. 162/- per minute for an international call from the passengers whereas we have to pay Rs. 150/- and that too on "no profit no loss" basis.

So far as our present communication system or telephone system is concerned, unless connect the system with the next station, or with the driver or guard, there is no likelihood of any improvement. Besides, this system requires adequate expenditure. I have already stated in my reply, if you go through the last paragraph, I have mentioned that the existing satellite telephone facility provided in the trains will not help in reducing the train accidents.

SHRI DATTA MEGHE: Mr. Chairman, Sir, I would like to know from the hon. Minister the terms and conditions for the recruitment of Travel Agents, at major Railway Stations. If some more Travel Agents are recruited at major stations, they develop a feeling of competition. I would like to know the number of major Railway Junctions like Nagpur, Hyderabad and the terms and conditions for their recruitment. Besides, whether any proposal for recruitment of such Agents at stations where they have not been recruited, is under the consideration of the Government. Secondly, my submission is that the Railways can also be benefitted by the telephone facility provided in the trains, as referred to by the Ministry with regard to the accidents, thefts, burglary etc. Therefore, this facility should be provided in all long distance Mail/Express trains even with additional expenditure. I would like to know whether the Government propose to provide the telephone facility, in other long distance trains likewise.

SHRI RAM VILAS PASWAN: The hon. Member has just now referred to the matter regarding Agents. We do not deal the matter. The General Managers at different stations have been given the right, and they recruit the Agents as per their requirement. So far as the number of Agents is concerned, there is no different opinion. Even I am not satisfied as demand is on very higher side and the supply is comparatively less. The result is that when authorised dealers are appointed, they are scrutinized and 120 Agents found involved in irregularities have been terminated. However, the problem is that current process of scrutiny is not up to the mark. Under a ruling given by the Supreme Court some provision should be there for people who cannot stand in a queue under that provision the total number of persons provided the facility since 1996 is 8.

KUMARI UMA BHARATI: Mr. Chairman, Sir, through you, I would like to submit to the hon. Minister that in the past the passengers in Rajdhani Express and some other trains were given the opportunity to enjoy *bhajans* in the early hours everyday. But they have been deprived of this opportunity since when the hon. Minister took over as the Railway Minister. Once the hon. Minister had revealed to me that he did not have any faith in God. But I have seen his photograph with a large turban on his head at Ajmer Sharif. It shows that he does have faith in God, then why playing records of *bhajans* in train have been stopped ? Why the feeling of others who have faith in God has been hurt and which type of secularism is it ? The records of bhajan expressing equal respect to all religions can be played. Why playing of *bhajans* have been stopped and

when the old practice is likely to be restored ? I would like to know whether the hon. Minister would give reply to this effect ?

SHRI RAM VILAS PASWAN: I would like to know from the hon. Member Bharatiji the part of the question under which she seeks the answer.

KUMARI UMA BHARATI: With regard to the passengers' service...(Interruptions)

SHRIMATI BHAVANABEN DEVRAJ BHAI CHIKHALIA: Mr. Chairman, Sir, the hon. Minister will have to give reply to this ...(Interruptions)

KUMARI UMA BHARATI: It is regarding the Passengers' Service...(Interruptions)

[English]

MR. CHAIRMAN: Please take your seat.

(Interruptions)

MR. CHAIRMAN: This has nothing to do with the question. You can discuss it with the hon. Minister.

[Translation]

KUMARI UMA BHARATI: He is guilty conscious that is why he is unable to give reply...(Interruptions)

SHRI RAM VILAS PASWAN: There is no question of guilty consciousness. Ours is a secular country ... (Interruptions) Since the matter is not at all related to the question, no reply is needed. We, through Railways, are getting a cassette recorded on the National Anthem showing equal respect to all religions and it will be introduced very soon...(Interruptions)

KUMARI UMA BHARATI: When it is likely to be introduced...(Interruptions)

[English]

MR. CHAIRMAN: Please do not turn the Question Hour into Zero Hour. Please take your seats.

[Translation]

SHRI VIJAY ANNAJI MUDE: I have a question ...(Interruptions). May I know as to at whose instance the playing of religious songs has been stopped now. Why not the religious songs of all the religions are played in trains...(Interruptions)

[English]

MR. CHAIRMAN: Please take your seat. Please sit down.

[Translation]

SHRI NAWAL KISHORE RAI: Mr. Chairman, Sir, I am thankful to you for providing me an opportunity to express my views. I would like to know from the hon. Minister of Railways that railway passengers...(Interruptions). Let me

speak...(Interruptions) why are you turning it into a Zero Hour...(Interruptions) Let me speak. Why are you turning it into Zero Hour...(Interruptions)

SHRI VINAY KATIYAR: Would they also erase the religious quotations written on the walls of this secretariat.... (Interruptions)

[English]

MR. CHAIRMAN: What is this ? Please let the questions go on. These are your own questions. Please do not do this.

(Interruptions)

MR. CHAIRMAN: Shri Vinay Katiyar, this is not proper. This is your Question Hour.

KUMARI UMA BHARATI: You ask the Minister to reply. He is not giving to reply.

[Translation]

MR. CHAIRMAN: This had nothing to do with the main question, yet the Minister has replied to that. I have also asked him to talk to the Minister later on.

(Interruptions)

SHRI VINAY KATIYAR: Half an hour discussion may please be allowed on this subject...(Interruptions)

[English]

MR. CHAIRMAN: In that case....

(Interruptions)

MR. CHAIRMAN: I will not call them....

(Interruptions)

MR. CHAIRMAN: Do not do this....

(Interruptions)

MR. CHAIRMAN: Those who are not permitted may kindly take their seats.

[Translation]

SHRI NAWAL KISHORE RAI: Madam, Chairperson, it has been stated in the reply of the hon. Minister that 168 Railway Passengers Service Agents were issued licence since 1995 to 1997: Through you, I would like to know from the hon. Minister whether there is any provision of reservation for the people belonging to the Scheduled Castes, Scheduled Tribes and O.B.Cs. Categories in issuing such licences. If there is any, then how many persons belonging to Scheduled Castes, Scheduled Tribes and O.B.Cs. have been issued licenses. Moreover, I would also like to know whether there is any reservation for the educated unemployed persons ?

SHRI RAM VILAS PASWAN: Madam, Chairperson, till now there is no provision of reservation for Scheduled

Castes, Scheduled Tribes, O.B.Cs, minorities for the unemployed youth. Nevertheless, I have instructed to give them priority.

SHRI NAWAL KISHORE RAI: You should ensure reservation for them rather than giving priority to them ...*(Interruptions)*

SHRI RAM VILAS PASWAN: If you are interested to know, I must tell you that I have provided 30 percent reservation for Scheduled Castes and Scheduled Tribes in allocation of Stalls and Canteens and moreover I have given instructions that 50 percent should be kept reserved for them unless the reservation quota is filled up... *(Interruptions)*. I have given a similar directive for giving priority to O.B.C. candidates. You know that 27 percent reservation is being provided to backward class people. There are 9 unofficial Members in each Railway Recruitment Board in which 3 Members are from the backward classes, 3 from the Scheduled Castes and the Scheduled Tribes while 3 Members are from the minority communities ...*(Interruptions)*

SHRI THAWAR CHAND GEHLOT: There is no Member from these categories in the Railway Board.

*[English]*

MR. CHAIRMAN: What I will request you is that whatever concrete information you want to have about this subject, send it to the Minister. He will surely send the answers. Then only, will you get the answers.

*[Translation]*

SHRI RAM VILAS PASWAN: You should not doubt anybody's intention. The leader of opposition is sitting here. The Member of Railway Board is an officer of secretary level. If he supports the idea of giving reservation to schedule castes and scheduled tribes, at the secretary level, the Government has no objection to it.

*[English]*

PROF. JITENDRA NATH DAS: Madam Chairman, I would like to draw the attention of the hon. Minister of Railways to the fact that the North Eastern Region has been neglected in the field of railway communication facilities since long though the United Front Government is committed to improve the same in this area. One Rajdhani Express is being run thrice a week now and our demand is that this Rajdhani Express should be run daily. I would like to know from the hon. Minister whether telephone services will be provided in any train running in this region.

*[Translation]*

SHRI RAM VILAS PASWAN: I shall visit North-Eastern States alongwith the Prime Minister from 19th to 24th of this month. We shall take necessary steps for providing railway facilities including telecom facility in those areas.

*[English]*

PROF. JITENDRA NATH DAS: I would like to know whether the Member of Parliament of the concerned area will be invited to that meeting.

SHRI RAM VILAS PASWAN: Wherever I go, I invite the MPs of the concerned area and also the MPs of that State to have discussions with them.

#### Cancellation of C-Dot Tenders

\*562. SHRI CHITTA BASU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether more than 100 Members of Parliament have requested the Government to save C-DOT from extinction and sought cancellation of two tenders floated by the Department of Telecommunications for 1.3 million and 1.69 million lines;

(b) if so, the action taken by the Government thereon;

(c) whether these contracts are likely to benefit certain multinational cartels and result in a heavy loss; and

(d) if so, the details thereof ?

*[Translation]*

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) About 50 MPs have jointly requested the Government to cancel tender opened by DOT in March '96 for procurement of 1.3 Millions lines.

(b) The representation received has been seen. Keeping in view the requirement of large digital switches and the present production capacity of C-DOT large switches in the country, it is necessary to procure 1.3 million and 1.69 million new technology switches in two phases during the years 1997-98 and 1998-99 to meet plan objectives. Advance Purchase Orders for procurement of 1.3 million lines have already been issued.

(c) No, Sir.

(d) Does not arise in view of (c) above.

*[English]*

SHRI CHITTA BASU: Madam Chairman, may I know from the hon. Minister whether these large digital switches which are going to be imported are available in our country? May I also further know whether the Indian Telephone Industries, which is a public sector undertaking and a premier organisation in this line, has got the capacity to manufacture these large digital switches ? If so, why were purchases not made or orders not placed with the Indian Telephone Industries ?

Madam, you will be astonished to know that the Indian Telephone Industries is going to be a sick industry all over the country, particularly due to the lack of orders placed

by the Department of Telecommunications. May I request the hon. Minister to see at the Indian Telephone Industries is not starved to death or led to sickness?

[*Translation*]

SHRI BENI PRASAD VARMA: Mr. Chairman Sir, I would like to clarify the doubts raised by honourable Basuji, that at present Hardwares of C-DOT technology are being installed in exchanges which are having less than 10,000 lines. For providing I.S.D. and other facilities again to the exchanges whose capacity is more than one thousand lines, we have prepared a scheme for supply of switches having these facilities to the district headquarters at least in the current year. For this purpose we are selecting collaboration companies. I.T.I. is manufacturing in collaboration with Alca Tel. and H.T.L. is manufacturing in collaboration with Siemens.

We purchase 50 percent of large exchanges from these two companies and remaining 50 percent are being purchased from others. So far as honourable member's query is concerned about I.T.I., it is true that I.T.I. might have been referred to B.I.F.R. if relief would have not been given to it in 1996-97. We have, therefore, decided to reserve our 30 percent purchases of such equipments from it which are being manufactured by them in 1996-97. We shall give 75 per cent advance as financial package at the time of placing an order. In addition to that we have earmarked 120 crore rupees for liquidated damages. Rupees 70 crore has been given for miscellaneous expenses. A sum total of Rs. 190 crore has been given as a relief. This matter is under consideration and we shall take it to the cabinet and a relief of 350 crore rupees will be provided further. We are trying to turn I.T.I. into a profit earning company by the next year.

[*English*]

SHRI CHITTA BASU: Is it a fact that the DOT has fixed the STD tariff structure for both mobile and fixed telephone calls? Is it also a fact that the Telecom Regulatory Authority of India has quashed or has rejected the tariff rate which was fixed by the DOT? If so, what is the attitude or reaction of the Government to this? I think, the Government should advise the Department to go in for appeal against the decision of the Telecom Regulatory Authority.

[*Translation*]

SHRI BENI PRASAD VARMA: T.R.A.I. was constituted only the last month. T.R.A.I. has quashed in their first order by which Tariff was fixed for basic cellular services. We anticipate it will put our department to loss on this account. The first judgement of T.R.A.I. is that they can not decide tariff under section 14(2) They can do so under section 11 (2). But they have quashed it under section 14(2). But, even then we shall abide by it's decision so as to improve its reputation and shall not go into appeal against its decision. In case of any inconvenience to us in future, we may ask them to review their decision.

[*English*]

SHRI SUDHIR GIRI: Madam, in the past several allegations were levelled against the former Minister in charge of that Department. It was also alleged that nepotism and corruption were involved. So, may I know from the hon. Minister whether he has made any search for the availability of a domestic manufacturer who can supply the required number of new technology lines?

[*Translation*]

SHRI BENI PRASAD VARMA: This is not concerned with the main question. We shall investigate all cases of corruption brought to our knowledge without any laxity. C.B.I. is investigating into previous cases and has filed charge sheets. Actions are being taken in these cases. If you know about any other new case then you can send it to us, we shall consider it seriously. The whole House is concerned about manufacturing. MARR system is creating trouble for us also. The whole House is concerned about the rural areas. We are considering to stop its use and extend telephone facilities by way of direct lines through small exchanges in rural areas. Though it is not related with the main question, I said it for the honourable Member's information, since tomorrow is the last day of the session.

[*English*]

SHRI SURESH PRABHU: Everybody is really appreciative of the contribution made by C-DOT in the development of role technologies and in the development of role telecommunication network by using indigenous technology which is very important and which can be termed as a success story and we are also proud of it. We are happy now that the hon. Minister is again saying that the accent on thousand lines would be the prerogative of C-DOT.

I would like to know through you from the hon. Minister whether the Government is seriously thinking of not just restricting it to one thousand lines or allowing C-DOT to grow in the league of Alcatel, British telecom, AT&T and Swiss telecom who are trying to tie up with many private sector companies in India, but to go into basic as well as cellular telecommunication facilities.

What is the perception of the Government about the performance of the C-DOT? Is the Government thinking of upgrading and allowing the C-DOT to go into a bigger league?

[*Translation*]

SHRI BENI PRASAD VARMA: Mr. Chairman, Sir, efficiency of C-DOT has increased in comparison to previous years. Technology offer in case of exchanges above 10,000 lines have also been made to twelve companies. One company has accepted the offer. It will take time in its testing. We also need it. We have talked to I.T.I. They have told us that they can not supply before 1997. Once the C-DOT technology becomes successful in our country we contemplate to float tender separately for

it. We visited China some time back to encourage C-DOT further. We especially took C.M.D. of C.DOT with us to introduce him in other countries. We are likely to get an order for about thirty crore rupees from Columbia and it is in final stage. We are also likely to get an order from Ethiopia. We are trying our best to encourage C-DOT and it is better that we are Chairman of C-DOT, hence it is our responsibility also.

SHRI SHATRUGHAN PRASAD SINGH: Mr. Chairman, Sir, I would like to know regarding the tenders being invited in the Telecom sector. Has honourable Minister examined the fact that black listed tenderers name figure in the list of recent tenderers? Whether the tenders invited in the current year were accepted without making an enquiry and even the tenders of those were accepted whose name appear in the black list of telecom scam. Will honourable Minister explain it ?

SHRI BENI PRASAD VARMA: Sir, soon after assuming the post of Minister, I referred the matters regarding tender to a committee. As honourable Member has raised doubts, I had also information that companies included in the black list were also given opportunity to give their tenders. I shall get the doubts raised by member investigated and action will be taken if something found wrong.

SHRI BHERU LAL MEENA: Mr. Chairman, Sir, antenna Tower P.C.O. are installed in rural areas. A year also there was a complaint that it has failed. The firm which supplied it, is not good one. Action will be taken to replace it and now it is being installed again. I would like to know whether the same firm is installing it or it is being installed by any other firm? Is Antenna Tower P.C.O. of poor quality being installed again? Complaints will continue since it will not work. Will honourable Minister consider it ?

SHRI BENI PRASAD VARMA: Mr. Chairman, Sir, this question was mainly concerned with big cities. But the point raised by you concerns large section of people. Hence, I want to say that your concern is our concern. I have told just now that MARR is not working properly. Thus, we should go for Direct lines and small exchanges and we are also considering to close that. We are trying to improve the existing MARR system. We shall try to improve it, but we are contemplating to close it also.

SHRI BHERU LAL MEENA: Sir, rural areas are being neglected in this manner. Nothing has been installed by now and will be in future.

MR. CHAIRMAN: He has replied.

SHRI BHERU LAL MEENA: I know what you mean. Work will not be done. Rural people will keep waiting. It is therefore, requested that rural areas should be given priority, so that their work is also done properly. Year after year will pass by saying so. Hence, these should be given priority.

SHRI BENI PRASAD VARMA: I am more worried than you. We shall give that much priority as we can. That is why we are considering to replace MARR with Direct lines.

[Translation]

### Production of Steel

+  
\*563 SHRIMATI SHEELA GAUTAM:

SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of STEEL be pleased to state:

(a) the production of steel in the public and private sector during 1996-97 and the production in each of the public sector plants during this period;

(b) the target of production fixed for the public sector, plant-wise for the year 1997-98 and the installed capacity of each plant; and

(c) the steps taken to increase the capacity utilisation?

[English]

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) A Statement is laid on the Table of the Lok Sabha.

(a) As per provisional estimates, about 8.53 million tonnes of finished steel was produced in the public sector and about 13.42 million tonnes in the private sector during 1996-97. Plant-wise production in the public sector are as under:

(In million tonnes)

Plant	Production (Provisional)
1. SAIL:	
(i) Bhilai Steel Plant	2.39
(ii) Durgapur Steel Plant	0.59
(iii) Rourkela Steel Plant	1.12
(iv) Bokaro Steel Plant	2.70
(v) Indian Iron & Steel Co. Ltd.	0.28
2. RINL:	1.45

(b) The plan for plant-wise production of finished steel in the public sector for the year 1997-98 and the installed capacity are as under:

(In million tonnes)

Plant	Plan	Installed Capacity
1. SAIL:		
(i) Bhilai Steel Plant	2.33	2.60
(ii) Durgapur Steel Plant	0.66	0.73
(iii) Rourkela Steel Plant	1.24	1.21
(iv) Bokaro Steel Plant	3.31	3.16
(v) Indian Iron & Steel Company Limited.	0.35	0.35
2. RINL:	1.85	2.41



(c) In a market economy capacity utilisation would depend on several factors such as demand, availability, prices, etc. In order to improve capacity utilisation, SAIL has taken up modernisation of its plants at Rourkela, Bokaro and Durgapur. Other steps being taken by SAIL include improving the quality of inputs, improving operating and maintenance practices, maximising captive power generation and improving inter-plant synergy. Similarly, Rashtriya Ispat Nigam Limited (RINL) has taken measures to improve capacity utilisation by setting up of balancing facilities, imparting training and skill development to the employees, taking up modifications to the plant and equipment to improve production and productivity, capital restructuring, cost reduction, etc.

[Translation]

SHRIMATI SHEELA GAUTAM: Mr. Chairman, Sir, as per the statistical figures regarding plantwise production in the public sector given by the hon. Minister in his reply, the installed capacity of RINL is 24.1 lakh tonnes while the production has been 18.5 lakh tonnes. It means that the production has been just one third of the capacity. I would like to know from the hon. Minister as to whether any study has been undertaken to adopt the measures for increasing the production? Part (b)—the hon. Minister in his reply has stated that measures have been taken to improve capacity utilization by setting up of balancing facilities, imparting training to the employees, and developing skills among them, undertaking modifications in the plants and equipments to improve production and productivity capital restructuring, cost reduction etc. I would like to know from the hon. Minister whether he has given a formal reply or the Government really propose to take some concrete measures.

[English]

SHRI BIRENDRA PRASAD BAISHYA: Madam, I agree with the hon. Member that the RINL, shortly known as the Vizag Steel Plant, is still to fulfil the target. So, the Board of Directors of Rashtriya Ispat Nigam Limited took an ambitious decision in respect of expansion and modernisation of the Plant. Already, the decision has been approved by the Ministry and the Planning Commission also endorsed the proposal. Now, I am awaiting clearance from the Finance Ministry. You know that in comparison with the developed countries of the world, our technology is not competitive. So, although we have invested a huge amount of money in RINL, yet it is highly necessary to expand and modernise the Plant. If I get clearance from the Finance Ministry, I am confident that the Vizag Steel Plant, in the near future, is going to be well equipped.

[Translation]

SHRIMATI SHEELA GAUTAM: Sir, secondly, the hon. Minister, in his reply has referred to IFC. I would like to draw the attention of the hon. Minister to the newspaper dated 27 Oct, 1996. It says that the performance of Indian steel industry is likely to decline. I would not ask you whether you have read this news item or not. However,

as per the report 1000 companies with the involvement of 110 members have invested more than about 14,000 million dollars in 40 steel companies. 29 new steel plants are proposed to be set up in India in which Rs. 31,523 Crore are required to be invested. I do not want to go into other details in this regard. I would like to know from the hon. Minister the reason for the decline in the performance of Indian steel companies in comparison to the companies in other countries. What steps are being taken by the Government to save our steel companies from this. What are the facilities required to be given to them in this regard and whether the Government propose to provide those facilities to them.

[English]

SHRI BIRENDRA PRASAD BAISHYA: I do not agree with the hon. Member that the performance of the Indian steel industry is declining. This is not true. The performance of the Indian steel industry is in progress. At the time of Independence, in 1951 India produced only one million tonne of steel. In 1991-92, India produced 14.3 million tonnes of steel. In 1995-96, India produced 21.4 million tonnes of steel. And in 1996-97, India produced 21.95 million tonnes of steel. Our exports match our imports. It is true that in international market, the price of steel have been going down. Therefore, the Government of India have taken various measures for the development of steel industry in our country. You know, after the new economic policy was adopted by the Government of India in 1991, economic reforms started in our country. The Government of India have taken several measures in connection with the economic reforms. The steel industry is open for the private sector also who can bring in foreign investment up to 74 per cent of the equity. Our secondary steel sector is also doing very well. In the last Budget, hon. Finance Minister has presented a very healthy Budget for the steel industry. I hope, with these measures, steel industry is going to do well in future also...*(Interruptions)*

SHRI RAJIV PRATAP RUDY: Madam, Q. No. 577 is also on the same subject.

MR. CHAIRMAN: Since this question has begun, let it continue. I have to see that.

SHRI K.S.R. MURTHY: About the utilisation of the installed capacity of the steel plants, the Bhilai Steel Plant, the Durgapur Steel Plant and the RINL have not come up to the expectations. As the hon. Minister has been mentioning, it is the technology modernisation. But I would like to ask the hon. Minister why the minimum necessary action is not being taken to constitute the Board or even to appoint the Chairman and Managing Director whenever the post falls vacant. I know about the RINL, Visakhapatnam where the post of the Chairman and Managing Director has been vacant for the last three months.

Can this happen in the private sector? It can never happen in the private sector to leave such a huge organisation without the CMD. We, in the public sector, are failing because we have no interest in running the public

sector. The CMD is not appointed. The Board of Directors is not properly constituted. It contains people who do not have adequate experience of the industry with which the factory runs.

So, my submission to the hon. Minister is to kindly expedite the constitution of the Board of Directors, put professional men in the Board of Directors and as CMD. No politicians should be there and only professional people should be there. Adequate autonomy should be given to the companies so that they can run their companies well. We are failing in several public sector units because we are not taking professional talented people in these companies and the CMD is also not appointed.

SHRI BIRENDRA PRASAD BAISHYA: Madam, I am really thankful to the hon. Member for putting a very important question. But as far as the first part of his question is concerned I would like to clarify that I am not agreeing to it and it is not correct that the Bhilai Steel Plant, Bakaro Steel Plant and Durgapur Steel Plant are not utilising the installed capacity. For the information of the hon. Member, I would like to submit that for the Bhilai Steel Plant, the crude utilisation capacity is 107 per cent during 1996-97.

The second part of his question was regarding the appointment of the CMD. It is a very important question. Everybody should be concerned about it. It is known to everybody that the CMD of a public enterprise is not appointed by the Ministry. There is Public Enterprise Selection Board which recommends a panel and from that panel, the Ministry appoints the CMD. But before the appointment of any person, the vigilance clearance is necessary. It is true that for the last three months there is no CMD. But it is because that there was no vigilance clearance. The Selection Board has given two names but I am waiting for the vigilance clearance for those persons. I have not yet got the vigilance clearance till today. It is a statutory norm that if the vigilance clearance is not taken, it will not be possible to appoint anybody...*(Interruptions)*

SHRI K.S.R. MURTHY: All these vigilance clearances, etc., should have been taken six months before the CMD retires. What is the point in asking for the vigilance clearance after the CMD has retired?

SHRI BIRENDRA PRASAD BAISHYA: Madam, Chairperson, this is not true. At a proper time, my Ministry communicated with the Selection Board to select the person for the Vizag Steel Plant. The Committee recommended a panel. As soon as they recommended, we immediately approached the Vigilance Commission. But my Ministry cannot do anything without the Vigilance clearance ...*(Interruptions)*

KUMARI MAMATA BANERJEE: You can pursue ...*(Interruptions)*

SHRI BIRENDRA PRASAD BAISHYA: Madam, my Ministry has pursued it like anything. We have written several letters in this regard. Daily, my Secretary communi-

cates with the Vigilance Commission to send the vigilance clearance...*(Interruptions)*

SHRI NITISH BHARADWAJ: Hon. Chairperson, I would like to draw the attention of the hon. Minister to his answer where he said, "For the modifications to the plant and equipment, and to improve the capacity utilisation, they are recommending to impart training and skill development to the employees." As you know, his Ministry has also asked for certain permission from the Planning Commission and the Finance Ministry so that new equipments can be installed for better productivity. But the problem that comes along with the new equipments, is voluntary retirement.

Even in public sector you have recommended the voluntary retirement scheme. In the private sector also, for example in my constituency in TISCO, there is voluntary retirement scheme. You are suggesting to give training to the employees, that means, people are not made to retire forcibly. But you must understand, the people who are outside the companies after the modernisation of the plants take place, are also trained people. Even in TISCO there are so many trained people who are never made permanent. They are called *Asthai Muzdoor*. They are never made permanent. Along with training to the employees who are a part of the company, are you giving any guidelines to these companies in public and private sectors, so that they can use the trained personnel who are outside the company to set up any ancillary units or some such units that will complement the steel production of the main plant?

You have just now said in your answer that Bhilai, Durgapur plants are utilising more than a hundred per cent capacity. But, in spite of that, in your own answer you have stated that Bhilai plant plans to produce 2.33 million tonnes whereas the installed capacity is 2.6 million tonnes; and Durgapur produces 0.66 million tonnes whereas its installed capacity is 0.73 million tonnes. I do not know how you said that more than a hundred per cent capacity is being utilised. I did not understand that. But the fact of the matter is that trained personnel are sitting outside the plant and their capacities are not being utilised. Please give some guidelines in this regard.

Have you got any plans to give guidelines to these companies, so that their services could be utilised and the steel production could be enhanced ?

SHRI BIRENDRA PRASAD BAISHYA: The hon. Member has some doubt about the utilisation of the installed capacity in the steel plants. Under the SAIL there is not only Durgapur Steel Plant, but there are Bokaro Steel Plant, Bhilai Steel Plant and Rourkela Steel Plant also. There is no doubt that the capacity utilisation as against the installed capacity in Durgapur Steel Plant is less. But when I had given the answer, I categorically said that the saleable steel utilisation capacity against the installed capacity in 1995-96 in the SAIL as a whole is above one hundred per cent.

Regarding the voluntary retirement scheme, the essential and trained personnel are not permitted to take the benefit of voluntary retirement from service.

Regarding TISCO, it is a private organisation. My Ministry has very little say in the private sector. After the new economic reforms, no licences are necessary. No counsel is given. So, there is very little of our say in the private sector steel plants.

SHRI NITISH BHARADWAJ: The answer remains incomplete.

SHRI NIRMAL KANTI CHATTERJEE: Thanks all the more because my colleague was insisting. ...(*Interruptions*)

SHRI BANWARI LAL PUROHIT: Next question.

SHRI NIRMAL KANTI CHATTERJEE: You please ask the question, I will give the answer. We shall, after some time.

MR. CHAIRMAN: You are not supposed to answer them.

SHRI NIRMAL KANTI CHATTERJEE: You were kept busy by the Marshall. Therefore, I was utilising the time.

MR. CHAIRMAN: No. Not at all. I was very much looking at you.

SHRI NIRMAL KANTI CHATTERJEE: I have just one point. Whatever the Minister from the northeast says—he was preceded by another Minister for Steel from the northeast—he was very very sympathetic to his Ministry. I do not doubt that. But the fact remains that both China and India had started at the same level in the period 1949-51 just below one million ton.

Today, even without reforms coming into action, China produces more than 100 million tonnes of steel while we are still stagnating around 22 million tonnes of steel. This is the criticism about the approach to the steel sector.

Now, there is another problem related to this. I will ask my question a little later. The problem is a bit autobiographical. When the thrust on steel was proposed in the Second Five Year Plan, we were working on the Second Five Year Plan under Prof. Mahalanobis. I will come to my question. I will ask a question whether all that I say are true or not. We were a few young researchers who were critical about Prof. Mahalanobis' draft because he emphasised steel production but neglected the production of steel plant-making machinery in the country.

That is a grey area even today. Even today, our R&D is not strong enough and our establishment for manufacturing steel plants is not strong enough so that we can really be self-reliant. I am not excluding the idea that we borrow technology from outside. But here is another area of weakness.

The main problem is whether he would agree or not that over the years, the amount of investment that was necessary was not provided by the Government. Would he agree to that? This applies to IISCO; this applies to Durgapur also. ...(*Interruptions*)

MR. CHAIRMAN: What is your question?

SHRI NIRMAL KANTI CHATTERJEE: This is my question. Would he agree that we have neglected it and that in future, in the Ninth Five Year Plan, such neglect would be avoided? ...(*Interruption*)

MR. CHAIRMAN: Only one person can Chair here. If all of you want to come, I have no objection.

(*Interruption*)

SHRI SATYA PAL JAIN: Nobody will get a chance. We are still on the same subject. He should ask the question.

MR. CHAIRMAN: All are welcome.

(*Interruptions*)

MR. CHAIRMAN: I have told him to put the question.

(*Interruptions*)

MR. CHAIRMAN: Please do not waste the Question Hour.

SHRI NIRMAL KANTI CHATTERJEE: Also, there is contract labour. Would he abolish it as in the case of the Railways? About the CMD, he should have taken the initiative much before. Would he agree on that?

SHRI BIRENDRA PRASAD BAISHYA: I am really very thankful to Shri Nirmal Kanti Chatterjee. He is a learned friend. He has given various suggestions for the development of steel industry in our country.

I would like to say something. Shri Chatterjee has spoken about R&D. I may agree with that. Even earlier, I had said in the House categorically that the R&D expenditure in our country is less than one per cent.

Regarding steel production of China, he has raised a very vital issue. Consumption of steel is dependent upon the economic and industrial development of a country. The Chinese industrial development and economic growth is going up. The consumption of steel is very less in our country. Per capita steel consumption in India consumes only 23 per kg. In China it is high. So, we cannot compare with China. But I would like to clarify one aspect. ...(*Interruptions*)

SHRI SONTOSH MOHAN DEV: The Chinese communists are more responsible than the Indian Communists. You can say that too.

SHRI NIRMAL KANTI CHATTERJEE: There is no Congress Party in China to ruin that country.

SHRI BIRENDRA PRASAD BAISHYA: China has a very ambitious plan. They produce a lot. But one aspect is that if we see the demand and supply position of China, their production is higher than supply. There is no demand. The demand is not going up. In China, the demand is declining.

12.00 hrs.

Thirdly, there is another very important question. The Planning Commission had set up a working group on iron and steel and it has projected a very ambitious plan during the Ninth Five Year Plan. During the Ninth Five Year Plan, the steel industry is projected to invest Rs. 52,498 crore—Rs. 20,005 crore in the public sector and Rs. 32,493 crore in the private sector. The Steel Authority of India Limited alone is going to invest Rs. 15,000 crore during the Ninth Five Year Plan.

MR. CHAIRMAN: I wanted to call out the name of Shri Rudy. But I am sorry, time is not there.

## WRITTEN ANSWERS TO QUESTIONS

[Translation]

### Privatisation of Communication Sector

\*564. SHRI PANKAJ CHOWDHARY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have taken final decision regarding participation of private sector in the communication sector;

(b) if so, the details thereof; and

(c) if not, the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b)

### Telecommunication Sector

Government have taken the following decisions in regard to private participation in the Telecom Sector:-

(i) With the announcement of New Industrial Policy in July, 1991, the entire Telecom Manufacturing Sector has been opened up for private participation.

(ii) Private participation has been permitted in Value Added Telecom Services since July, 1992. With the announcement of National Telecom Policy in 1994, private investment in Basic Telecom Services has also been permitted.

### Postal Sector

Participation of the private sector in the postal services has been only marginal and that also in the role of augmenting the efforts of the Department of Posts. Private agencies have been participating in identified area of activity like sale of stamps and stationery, transportation of mails and provision of additional public facilities at a few places like—post shop. However, with the exception of these limited areas, it is not at present envisaged to involve private operators as an organised sector in the activities of the Department of Posts, both in terms of the extant

policy of the Government in the postal sector and from the point of view of fulfilling the inherent social purpose of postal services.

(c) Does not arise in view of the above.

### Financial Assistance For Development of Tourism

\*565. SHRI NAWAL KISHORE RAI:

SHRI NITISH KUMAR:

Will the Minister of TOURISM be pleased to state:

(a) whether the states Governments have sought financial assistance from the Union Government for development of projects relating to tourism during the Eighth Five Year Plan Period;

(b) if so, the details thereof, State-wise and the financial assistance provided by the Union Government to each State for the purpose during the above period; and

(c) the criteria fixed by the Union Government for extending financial assistance for development of projects relating to tourism in the States?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM: (SHRI SRIKANTA JENA): (a) to (c) Central Financial Assistance is extended to specific tourism projects submitted by the State/Union Territory Governments. Each scheme has its own criteria. Generally projects are sanctioned, based on their merits, inter-se-priority and availability of funds. The Central Financial Assistance sanctioned to each of the State/Union Territory Governments during the Eighth Plan period is as given below:

S.No.	State/U.T.	Amount Sanctioned (Rs. in lakhs)
1	2	3
1.	Andhra Pradesh	436.63
2.	Assam	437.34
3.	Arunachal Pradesh	156.28
4.	Bihar	376.88
5.	Goa	598.96
6.	Gujarat	190.58
7.	Haryana	723.19
8.	Himachal Pradesh	1615.21
9.	Jammu and Kashmir	826.75
10.	Karnataka	1178.31
11.	Kerala	1014.87
12.	Madhya Pradesh	80.81
13.	Maharashtra	1065.40
14.	Manipur	243.45
15.	Meghalaya	110.36

1	2	3
16.	Mizoram	455.72
17.	Nagaland	223.16
18.	Orissa	684.78
19.	Punjab	628.37
20.	Rajasthan	1374.42
21.	Sikkim	321.79
22.	Tamil Nadu	1036.33
23.	Tripura	276.56
24.	Uttar Pradesh	741.06
25.	West Bengal	656.30
26.	Andaman & Nicobar	193.97
27.	Chandigarh	121.72
28.	Dadra & Nagar Haveli	108.28
29.	Delhi	337.23
30.	Daman & Diu	146.05
31.	Lakshadweep	168.41
32.	Pondicherry	59.87

#### Development Schemes for Workers of Mines

[English]

\*566. SHRI THOMAS HANSDA: Will the Minister of MINES be pleased to state:

(a) the social development schemes for workers engaged in exploration of mines;

(b) the details thereof, State-wise, particularly in

Bihar;

(c) whether any survey has been conducted regarding these development programmes; and

(d) if so, the details thereof ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The exploration work is primarily undertaken by the Government agencies, namely, Geological Survey of India (GSI), Mineral Exploration Corporation Limited (MECL) and State Directorates of Mining and Geology. The workers engaged in these organisations are the employees belonging either to the Central Government or the Public Sector Undertaking under the Central Government or the State Government and as such employees are well protected not only in respect of their salary/wages but also in respect of other social aspects like education, health, housing, etc. to a large extent.

Social development schemes for mine workers engaged in mining activities are the responsibilities of the concerned mine owners. There are about 3200 operating mines for major minerals (non-fuel and non-atomic) in the country. Under the statutory provisions the information related to the social development schemes for workers engaged in exploration/exploitation in mines is not required to be furnished to the Government of India (Indian Bureau of Mines) by the mine owners and as such the details thereof are not compiled by the Government. However, the information about expenditure on education, health, housing etc. in respect of the Public Sector Undertakings under the administrative control of the Ministry of Mines is given in the Statement attached.

#### Statement

*Statement showing the actual expenditure during 1995-96, anticipated in 1996-97 and Budgeted in 1997-98 by PSUs under Ministry of Mines on the social development/welfare activities for workers/employees*

(Rs. in Lakhs)				
Name of PSUs	Item	1995-96 (Actual)	1996-97 (Anticipated)	1997-98 (Budgeted)
1	2	3	4	5
Hindustan Copper Ltd.	Education	540.00	600.00	660.00
	Health	994.00	1500.00	1650.00
	Township	909.00	1009.00	1110.00
	Others*	6.00	6.00	7.00
	Sub-Total	2449.00	3115.00	3427.00
Hindustan Zinc Ltd.	Education	129.21	146.86	156.20
	Health	378.36	382.98	434.50
	Township	250.68	243.34	275.00
	Others*	404.64	383.45	487.30
	Sub-total	1162.89	1156.63	1353.00

1	2	3	4	5
<b>Mineral Exploration Corporation Ltd.</b>				
	Others*	13.32	13.50	18.00
	Sub-total	13.32	13.50	18.00
<b>National Aluminium Company Ltd.</b>				
	Education	210.92	225.00	240.00
	Health	259.21	248.00	300.00
	Others*	571.36	672.04	664.50
	Sub-total:	1041.49	1145.04	1204.50
<b>Bharat Gold Mines Ltd.</b>				
	Education	10.05	10.05	10.05
	Health	141.56	141.56	141.56
	Township	180.35	180.35	180.35
	Others*	64.48	64.48	64.48
	Sub-total	396.44	396.44	396.44
<b>Bharat Aluminium Co. Ltd.</b>				
	Health	265.00	269.00	272.00
	Others*	830.00	1231.00	1737.00
	Sub-total	1095.00	1500.00	2009.00
	Grand total	6158.14	7326.61	8407.94

N.B.: \*Includes allocations for items like canteen, clubs, employees' Coop Stores, recreational and cultural activities, sports, transport facilities, benevolent fund and other welfare measures etc.

**Foreign Assistance For Extraction of Gold,  
Diamond Etc.**

\*567 SHRI ANANTH KUMAR:

SHRI N. DENNIS:

Will the Minister of MINES be pleased to state:

(a) the quantum of Diamond, Gold and Silver extracted during each of the last three years and the value thereof indicating the latest position particularly of the Kolar Gold Mines;

(b) the amount provided for this purpose during the above period till 1996-97 and the amount proposed to be

allocated during 1997-98:

(c) whether the Government propose to take assistance of foreign companies for extraction/exploration of the said minerals in various parts of the country and particularly in Kolar Gold field; and

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

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) The year-wise quantity of gold, silver and diamond produced in the Public Sector during last three years and values thereof, including in the Kolar Gold Mines are indicated below:-

(Quantity in Kgs. for Gold and Silver,  
Diamond in Carats; value in Rs. lakhs)

**Production in the Country**

	Qty.	1994-95 Value	Qty.	1995-96 Value	Qty.	1996-97 Value
Gold	2369	11576	2036	10266	2904	11472
Silver	46024	2976	35512	2501	39698	2746
Diamond	24819	957*	29447	1834*	31596 (p)	2080 (p)*

**Production in Kolar Gold Mines**

Gold	353	1648	369	1831	357	1828
------	-----	------	-----	------	-----	------

(P=Provisional)

(\*Quantity of quantity sold during the year)

(b) The Govt. of India has been providing budgetary support to Bharat Gold Mines Limited which is primarily engaged in the production of Gold in the form of Plan loan,

Non-plan loan and grant from National Renewal Fund (NRF) towards Voluntarily Retirement Schemes (VRS) during the last 3 years as per details indicated below:-

(Rs. in lakhs)

Year	Plan loan	Non-plan loan	Grant from N.R.F. towards V.R.S.	Total
1994-95	600	1400	650	2650
1995-96	600	1490	200	2290
1996-97	600	1400	500	2500

The amount proposed in 1997-98 (B.E.) in respect of BGML is Rs. 6 Crores (Plan), Rs. 10 Crores (Non-Plan) and Rs. 7.5 Crores (NRF Grant).

(c) and (d) The National Mineral Policy (NMP) 1993 encourages induction of foreign technology and foreign equity participation in exploration and mining of high value and scarce minerals which include Gold, Silver and Diamond.

#### Cases of Compensation Pending In Claim Tribunals

\*568 SHRI N.S.V. CHITTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of compensation relating to train accidents pending in various claim Tribunals across the country; and

(b) the steps being taken by the Government for speedy disbursement of Claims of Passengers?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN):

(a) Name of the Bench	No. of Accident Claim Cases Pending as on 1.5.97	
	Death	Injury
Delhi	25	7
Lucknow	48	17
Chandigarh	12	14
Gorakhpur	40	23
Jaipur	6	4
Madras	6	1
Secunderabad	69	12
Ernakulam	23	12
Bangalore	2	5
Bombay	6	3
Nagpur	6	5
Bhopal	15	13
Ahmedabad	11	2
Calcutta	10	10
Guwahati	13	5
Bhubaneswar	14	6
Patna	85	14
	391	153

(b) Following steps are being taken for speedy disposal of claims of passengers:-

#### I. Administrative Action:

(i) Instructions have been issued to all zonal railways that as soon as a passenger train accident or untoward incident takes place, all particulars of injured and killed may be obtained, claim application forms sent to claimants, and the record should also be made available to the concerned bench of Railway Claims Tribunal.

(ii) When claims are filed and put up for hearing, the railways should give all possible assistance to the tribunal for speedy settlement.

(iii) Written statements are to be filed by the railways in such cases within 30 days after receipt of notice from RCT.

(iv) Chief Claims Officers have been empowered to sanction decreed amount upto Rs. 2 lakhs without prior finance concurrence.

(v) After the decretal amount of claim has been sanctioned, railways have to ensure that cheques are issued and despatched within a period of 15 days.

#### II. Action by the Tribunal

(i) Top priority is given to the disposal of accident claims cases.

(ii) Circuit benches are held from time to time at stations other than headquarters of the bench for convenience of claimants;

(iii) Members from one bench are deputed to other benches whenever required due to non-availability of a member at that bench;

(iv) Requests of claimants are allowed for transfer of cases from one bench to the other near to their residence for their convenience.

(v) Adjournments are not ordinarily granted to the parties.

[Translation]

### Ed Post Offices and Employees in the Country

\*569. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Ed post offices and Ed employees working in the country as on date; category-wise;

(b) the number out of the above employees absorbed in regular jobs;

(c) whether these post offices are functioning in rent free buildings in the country;

(d) if so, the details thereof;

(e) whether meagre amount is paid as salary to Ed postmen and ED post masters; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of ED Post Offices and ED employees working in the country as on date, category wise is given in the attached Statement-I.

(b) Every year on an average 6025 EDAs are absorbed in regular jobs.

(c) and (d) No, Sir. An allowance of Rs. 25/- p.m. is paid for running these post offices in the premises provided by the EDBPM.

(e) The details of remunerations paid to these categories of Extra Departmental agents is given in the attached Statement-II.

(f) The Government has been appointing committees from time to time to review the allowances paid to Extra Departmental Agents. The Report of Justice Talwar Committee appointed by the Government in this behalf in

May, 1995 has been received by the Government on 30th April, 1997 and is being examined.

### Statement-I

*The number of ED Post Offices and ED Employees working in the country as on date, category-wise.*

### Extra Departmental Post Offices

(i)	Extra Departmental Sub Post Offices—	2778
(ii)	Extra Departmental Branch Post Offices—	124402

### Extra Departmental Employees

1.	LDSPM	2701
2.	EDBPM	124110
3.	EDMC	49524
4.	EDDA	81025
5.	ED Packer	15282
6.	ED Messenger	2956
7.	ED Stamp Vendor	4019
8.	ED Runner	5369
9.	ED Sweeper	104
10.	ED Letter Box Peon	559
11.	ED Water-man	63
12.	ED Chowkidar	1093
13.	ED Mail Peon	1784
14.	EDMC/Packer	207
15.	EDDA/EDMC	9270
16.	EDMC/DA	359
17.	*Others	11400
		3,09,825

\*ED Sorter, EDSRO, ED Porter and Ed Caretaker.

### Statement-II

*Allowances admissible to Extra Departmental Agents are as follows:—*

Category	Basic Allowances including DA @ 170% and I.R.	
	Minimum	Maximum
	Rs.	Rs.
(i) Extra Departmental Sub Postmaster and Extra Departmental Sorter.	1190	1848
(ii) Extra Departmental Branch Postmaster.	893	1618
(iii) All other Extra Departmental Agents including Extra Departmental Delivery Agents (postmen) For less than 2 hrs. workload	748	
	(Fixed)	
For workload of 2 hrs. and above.	879	1284



In addition to the allowance indicated above, different categories of Extra Departmental Agents are also eligible to draw the following additional allowance:-

- |   |  |
|---|--|
| (i) Delivery and Conveyance Allowance to Extra Departmental Branch Postmasters where applicable:          | Rs. 75 p.m.  |
| (ii) Office Maintenance Allowance to Extra Departmental Sub Postmasters and Branch Postmasters.           | Rs. 25 p.m.  |
| (iii) Fixed Stationery Allowance to Extra Departmental Sub Postmasters and Branch Postmasters.            | Rs. 5 p.m.   |
| (iv) Fixed Stationery Charges of EDDAs & EDMCs performing delivery work                                   | Rs. 2 p.m.   |
| (v) Cycle Maintenance Allowance wherever applicable.  | Rs. 30 p.m.  |
| (vi) Ex-gratia bonus is payable to the Extra Departmental Agents on the basis of their actual emoluments. |  |
| (vii) Remuneration of Ed BPMs for doing PCO/Telegraph work.   | Rs. 20 p.m. 0.40 paise per call for outgoing trunk calls and 0.50 paise per call for inward calls being messenger fee. 0.40 paise for inward and outward telegrams transmitted on phone. |
| (viii) Uttarakhand Division Allowance:  |  |

The Extra Departmental Agents of Uttarakhand Division are being paid an extra allowance of Rs. 40/- per annum in month of September every year provided they have worked continuously as Extra Departmental Agent since March of that year.

(ix) Group Insurance Scheme

The Extra Departmental Agents are also covered by Group Insurance Scheme with effect from 01.04.1992. The scheme is optional for the Extra Departmental Agents already in employment before 01.04.1992 and is compulsory for the Extra Departmental Agents appointed on or after 01.04.1992. The scheme gives a risk cover for Rs. 10000/- on payment of Rs. 10/- per month. Out of this, Rs. 3.50 goes for insurance cover and Rs. 6.50 is the savings components. If an Extra Departmental Agent retires or leaves his job, he is paid the accumulated savings component with interest. In case of death, the nominee is paid Rs. 10000/- plus the accumulated savings component.

(x) Ex-Gratia Gratuity

Rs. 6000/- The minimum mandatory service required for payment of Ex-gratia Gratuity is ten years.

(xi) Incentive to Extra Departmental Sub Postmasters and Branch Postmasters in connection with Mahila Samridhi Yojna, 1993.

Rs. 10/- per month from the month in which third account has been opened so long as three or more accounts remain in operation. In addition, for subsequent accounts Re. 0.50 per account on recurring basis subject to a maximum of Rs. 300/- per month. Incentive of Rs. 10/- per month on opening three accounts is within the ceiling of Rs. 300/- per month fixed for additional incentive.

[English]

**Guidelines to Indian and Foreign Airlines**

\*570. LT. GENERAL (RETD) SHRI PRAKASH MANI

TRIPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry is considering to issue mandatory guidelines to all Indian and foreign airlines directing them to have on board a Traffic Alert and Collision Avoidance System (TACAS);

(b) whether most of the flights of Indian Airlines and Air India are not equipped with Traffic Alert and Collision

Avoidance System and also in some foreign airlines such system is not installed;

(c) if so, the action taken by the Ministry to instal TACAS in all flights of both Indian Airlines and Air India;

(d) whether the Ministry has come to know about non-compliance of its mandatory circular issued earlier to all domestic and foreign airlines in respect of installing a mode 'S' transponder as an additional aid to assist in navigation by and foreign as well as domestic airlines; and

(e) if so, the action taken against those airlines which have not complied with the said mandatory circular ?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) DGCA has issued mandatory guidelines under Civil Aviation Requirement (CAR) dated 24th April, 1997 for mandatory carriage of Airborne Collision and Avoidance System (ACAS). As per this CAR, aeroplanes having seating capacity of more than 30 or pay load capacity of more than 3 tons, shall be required to instal ACAS-II on or before 31.12.98. Aeroplanes having seating capacity of 10 to 30 or pay load capacity of 1 to 3 tons shall be required to instal ACAS-I on or before 31.12.2003.

(b) and (c) Boeing-747 fleet of Air India is equipped with ACAS. Other aeroplanes of Air India and Indian Airlines are not equipped with ACAS. As regards foreign airlines, some airlines are not equipped with ACAS system, but will be required to instal the equipment for operation in Indian airspace by stipulated dates.

(d) The compliance of mandatory requirement of installation of Mode 'S' transponder was deferred due to non-availability of corresponding ground facilities at the Indian airports.

(e) Action against defaulting airlines will be taken after mandatory Circular of the DGCA comes into force w.e.f. 1.1.1999.

[Translation]

#### **Management Committees for Railway Stations**

\*571. SHRI SATYA PAL JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have formulated any policy regarding setting up of management committees for Railway Stations under the Chairmanship of Members of Parliament;

(b) if so, the details thereof;

(c) the time by which such committees are likely to be set up; and

(d) the reasons for delay in the regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No, Sir.

(b) to (d) Do not arise.

[English]

#### **Setting up of Aluminium/Alumina Plant**

\*572 SHRI K.P. SINGH DEO:

SHRI DHIRENDRA AGARWAL:

Will the Minister of MINES be pleased to state:

(a) whether the Government propose to set up some Bauxite based Aluminium/Alumina Plants in the country during the Ninth during the Ninth Five Year Plan;

(b) if so, the details thereof public/private sector-wise and location-wise; and

(c) the time by which these are likely to set up ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) The Government have no proposal to set-up any new Bauxite based Aluminium/Alumina Plants in the country in public/joint sector during the Ninth Five Year Plan. As per the industrial policy, the aluminium industry has been exempted from the provision of compulsory licensing with a view to encourage private investment in the aluminium sector.

[Translation]

#### **Privatisation of Postal Services**

\*573. SHRI RAJKESHAR SINGH:

SHRI BADAL CHOUDHURY:

Will the Minister of COMMUNICATIONS/ be pleased to state:

(a) whether any proposal is under consideration of the Government for participation of private sector in postal services;

(b) if so, whether any scheme has been formulated in this regard; and

(c) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) Participation of the private sector in Postal Services has been only marginal and that also in the role of augmenting the efforts of the Department of Posts. Private agencies have been participating in identified areas of activity like sale of stamps and stationery, transportation of mails and provision of additional public facilities at a few places like, Post Shop. However, with the exception of those limited areas, it is not at present envisaged to involve private operators as an organised sector in the activities of the Department of Posts, both in terms of the extant policy of the Government in the postal sector and from the point of view of fulfilling the inherent social purpose of the postal services.

In order to provide basic postal facility like sale of stamps and stationery extensively, the Department of Posts has been allowing licenced agents to operate under specified terms and conditions.

The following agency system are presently in operation:-

#### **Licenced Postal Agency:**

This scheme, in operation since 1985, allows licensed agents to sell stamps and stationery and book registered articles. The agent is paid a percentage commission on the amount of stamps and stationery sold, and commission per registered article booked.

Keeping in view the staff opposition to the scheme, no new licence under this scheme is being issued since 1997. However, the agents given licence before the scheme

was held in abeyance continue to operate.

**Licenced Stamp Vendor:**

This scheme, introduced in 1969, was initially for headquarter towns of Heads of Postal Circles, and since 1983, it is extended to all areas. The scheme permits any individual, firm or society to take an agency for sale of stamps and stationery. STD/ISD/PCO booth holders are also eligible for this scheme.

Licence under this scheme is issued by the Head of Postal Division, subject to fulfilment of prescribed condition. No target is set for this purpose.

**Panchayat Sanchar Sewa Yojana:**

This scheme, introduced in 1995, has been devised to provide basic postal services in areas not having such services and justifying opening of a post office. In this scheme, the Gram Panchayat of the village where post office is justified is allowed to set up Panchayat Sanchar Sewa Kendra to provide sale of stamps and stationery, booking of registered articles, delivery of unaccountable articles in the village, and facility for small savings schemes.

**Foreign Companies in Broadcasting and Publishing Newspapers**

\*574. SHRI GUMAN MAL LODHA:

SHRI N.K. PREMCHANDRAN:

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

(a) whether the Government have given permission to foreign firms to broadcast/telecast and publish newspapers;

(b) if so, the details thereof and its likely impact on satellite TV and All India Radio;

(c) whether only Indian partners of foreign firms have been given this permission;

(d) if so, the details thereof; and

(e) the number of Indian firms which are partners of foreign firms and which have been provided these facilities?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) No, Sir.

(b) to (e): Do not arise.

[English]

**Deletion of Minerals From Scheduled List of Minerals**

\*575. SHRI SHANTILAL PARSOTAMDAS PATEL: Will the Minister of MINES be pleased to state:

(a) whether some State Governments have represented to the Union Government to delete Limestone and Bauxite from the list of scheduled minerals under the Mines

and Minerals (Regulation and Development) Act, 1957:

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

(c) the reaction of the Government thereto?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) Yes, Sir. With a view to streamline the procedures for grant/renewal of Prospecting Licence/Mining Leases and to reduce delays, the State Governments of Bihar, Rajasthan, Madhya Pradesh, Karnataka, Orissa and Gujarat have proposed for deletion of Limestone and Bauxite from the Schedule I of the Mines and Minerals (Regulation and Development) Act, 1957. The proposals received from the State Governments were discussed by the Committee constituted under the Chairmanship of Secretary (Mines) in its first meeting held on 29th April, 1997. The terms of reference of the Committee inter-alia include review of the existing laws and procedures governing regulation and development of minerals and to recommend steps to make them compatible with the policy changes and to suggest steps to reduce delays in grant/renewal of Prospecting Licence/Mining Lease. The Committee is also to consider and suggest further delegation of powers to the State Governments regarding grant/renewal of prospecting Licence/Mining Leases and measures to be taken to prevent illegal mining.

**Formulation of New Tourism Policy**

\*576. SHRI PRITHVIRAJ D. CHAVAN: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have formulated new Tourism Policy to attract more and more foreign tourists to boost foreign exchange earnings;

(b) if so, the details thereof;

(c) whether the Government also propose to focus on high spending tourists even if they may be few in number instead of attracting low spending ones in large number who could put pressure on inadequate infrastructure without generating adequate revenue; and

(d) if so, the steps taken for 'sustainable development' of the tourist sector to provide world class facilities to visitors?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) The Department of Tourism has prepared a draft National Tourism Policy for the development of tourism. The salient features of the policy are:-

(i) It identifies domestic tourism, inbound tourism and outbound tourism and seeks to provide adequate focus on domestic tourism along with inbound tourism.

(ii) The policy emphasizes the poverty alleviation and employment generation aspects of tourism.

(iii) The preservation and protection of our natural

resources, environment and ecology is included as one of the objectives of tourism development.

(iv) The policy recognises that tourism should become a major avenue for the people of India and other countries to see, feel and admire its magnificent attractions and achievements.

(v) The Policy recognises the information gap in understanding the economic and social significance of tourism.

(vi) A comprehensive definition of tourism product is now included in the policy.

(vii) The policy recognises the roles of Central and State Governments, Public Sector Undertakings and private sector in the development of tourism and are clearly differentiated.

(viii) The involvement of Panchayati Raj Institutions, local bodies, non Governmental Organisations and the local youth in the creation of tourist facilities for domestic tourists is recognised in the Policy.

(ix) Guidelines for the choice of new destinations for tourism development are indicated in the policy.

(x) Diversification of the tourism product to supplement the main stream of cultural tourism is recognised.

(xi) Sustainable development of tourism within the carrying capacity of the area is advocated.

(xii) Need for improving facilitation services is recognised.

(xiii) The need for a package of physical and financial incentives for the establishment of new enterprises and their wider spread is recognised.

(xiv) Foreign collaborations and investment in the private sector are encouraged.

(xv) The need for imposing plan restrictions and educating the people to reduce the adverse impacts of tourism development has been highlighted.

(xvi) The adoption of new technology in the tourism sector is emphasised.

(xvii) An Action Plan for the implementation of the Policies has been specified.

The policy lays emphasis on the development of sustainable form of tourism within the carrying capacity of the area. It is proposed to be achieved through appropriate planning instruments, guidelines and regulations. The policy, however, does not distinguish between high spending and low spending tourists as such a classification is highly subjective and difficult to implement.

### **Losses in SAIL**

\*577 SHRIMATI VASUNDHARA RAJE:

SHRI RAJIV PRATAP RUDY:

Will the Minister of STEEL be pleased to state:

(a) whether some public sector steel plants are running at loss;

(b) if so, the details thereof;

(c) the extent of loss suffered by those steel plants during the Eighth Five Year Plan period;

(d) the reasons for the losses;

(e) the steps taken to implement the modernisation plans of these steel plants in an effective manner so that those steel plants may improve their performance in the coming years; and

(f) the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) are two Public Sector Undertakings managing the steel plants. SAIL is a profit making company, whilst RINL has suffered loss of Rs. 1709 crores from 1992-93 to 1995-96.

(d) RINL has been suffering losses due to low capacity utilisation coupled with high incidence of capital related charges viz. interest and depreciation.

(e) and (f) SAIL has already undertaken a massive renovation and technological upgradation (modernisation) programme of its integrated steel plants at Durgapur, Rourkela and Bokaro. While the Durgapur Steel Plant modernisation is being implemented through 16 (6 global & 10 indigenous) turnkey packages, the Rourkela Steel Plant modernisation is being executed on turnkey basis in two phases i.e. phase I (9 indigenous packages) and phase II (5 global and 15 indigenous packages). The Bokaro Steel Plant (Stage I) modernisation is being implemented on turnkey basis through 4 global and 34 indigenous packages. The modernisation programme of these Steel Plants are in advance stages of completion. It is expected that the performance of these integrated steel plants in terms of production, productivity etc. would improve after the modernised units are stabilised.

RINL does not require modernisation as it is a new plant. However, there is a plan to expand the capacity of RINL to 4.05 MT of liquid steel to improve its financial position.

### **Criticism of Censor Board**

\*578. SHRI VIJAY PATEL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are aware of the

decision of Gujarat High court criticising telecast of indecent programme in different T.V. channels during late night;

- (b) if so, the details thereof;
- (c) whether the policy of censor board has been criticised by the High court; and
- (d) if so, the steps taken by Government in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) to (c) The High Court of Gujarat in its judgement delivered on 4.9.96 in Criminal Appeal No. 716 of 1995 with Criminal Appeal No. 912 of 1995 filed in the case pertaining to Dharmendra Dhirajlal Soneji versus State of Gujarat in connection with rape committed by Accused—Dharmendra Dhirajlal Soneji, aged 20 years—had inter-alia made general observations that obscene films and programmes shown on the media including TV channels contribute to corrupt the minds of people, especially younger generations who tend to commit crimes like rape and that appropriate steps must be taken to prevent exhibition/telecast of obscene films and advertisements more particularly on TV. There has, however, been no specific criticism of the policies of the Central Board of Film Certification (CBFC).

(d) Detailed guidelines have been issued by the Central Government to the CBFC with regard to certification of films.

#### **Passenger Amenities In Long Route Trains**

\*579 SHRI MURALIDHAR JENA: Will the Minister of Railways be pleased to state:

- (a) whether it is fact that the passenger amenities in long route trains as well as stations have deteriorated since last one year;
- (b) if so, the number of complaints received in this connection so far;
- (c) whether surprise checks have also been conducted by him and officials of Railway Board in this regard;
- (d) if so, the details thereof; and
- (e) the steps taken by the Government to improve the situation ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No, Sir.

- (b) 3003 complaints were received in connection with passenger amenity items during 1996-97 (upto Feb. '97).
- (c) and (d) Yes, Sir. Surprise checks have been conducted at different stations and passenger trains.
- (e) Zonal Railways have been directed to formulate perspective plans for provision of passenger amenities so

that these could be provided/augmented in a phased manner.

The complaints have been examined and remedial action taken, wherever necessary. Staff found responsible for negligence are taken up and penalised under disciplinary and appeal rules for railway employees.

#### **Programmes on 50th Anniversary of India's Independence**

\*580. SHRI SHATRUGHAN PRASAD SINGH:

SHRIMATI KRISHNA BOSE:

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

- (a) whether the Government propose to telecast special programmes on the 50th anniversary of India's Independence and the centenary of Netaji Subhash Chandra Bose;
- (b) if so, the details thereof alongwith the expenditure likely to be incurred thereon;
- (c) whether the Government have approached BBC for permission to telecast in India 'Enemy of Empire' a commendable documentary film on Netaji Bose Produced by BBC;
- (d) if so, the facts thereof;
- (e) whether any committee has been set up in this regard;
- (f) if so, the details thereof; and
- (g) the criterion for finalising the programmes related with freedom struggle?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. The details of special programmes, to be telecast on DD-I, DD-II & DD-III and the expenditure likely to be incurred thereon are given in the attached Statement-I and II respectively. A documentary on Netaji Subash Chandra Bose produced by Netaji Research Bureau, Calcutta has already been telecast on 23rd January, 1997 from DD-I. The information in respect of the programmes to be telecast from the regional Kendras is being collected.

- (c) No, Sir. The Producer has not yet made the offer to Doordarshan.
- (d) Does not arise.

(e) and (f) A committee under the Chairmanship of Director General: Doordarshan and all Programme Deputy Director Generals was formed to approve the themes and Programmes on 50th anniversary of India's Independence.

(g) The selection of programmes either in the commissioned category or in the sponsored category is in accordance with the laid down guidelines in the Sponsored/Commissioned Programme Schemes of Doordarshan.

## Statement-I

## (A) Programmes under Commissioned Category

Producer/Production Company	Title of the Serial	Concept
1	2	3
1. Zauqui Films, T-104, Taj Enclave, Link Road, Geeta Colony. Producer— Musharaf Alam Zauqui.	"SHABD YUDH" 4 Eps. for 25 mts. on Beta Cam Format. Hindi language.	The series intends to highlight the role of the Print media. It will show the activities of freedom fighters. Four categories are projected: (i) Bondage and the Press. (ii) Press Laws—usefulness and merits. (iii) Press Laws—historical relevance upto 1900. (iv) Press Laws—1900 to 1947
2. Ms. Ambika Chitra 1517, Shankar Niwas, Bhagirath Palace, Chandani Chowk, Delhi. Producer— Sanjesh Ahuja.	"KARAVASS" 6eps. for 25 mts. Hindi language on Beta Cam Format.	The jails will be in focus where prominent freedom fighters were lodged. The jails will include; Naini Jail where Pt. J.L. Nehru, Ranjit Pandit, Dr. Sir Sayyed Ahmad Khan, Pt. M.M. Malviya, Lucknow Jail M.L. Nehru, A. Kriplani, Verada Jail-Gandhiji, Bareilly Jail, Ahmad Nagar Jail, Doongri Jail.
3. Suvarna Creations 558, Pocket-5, Mayur Vihar, Phase-I, New Delhi. Producer— V.K. Kaushal.	"SWARAJ KI GOONJ" Indian Freedom Movement and Cinema. 3 eps. 25 mts. Beta format. Hindi.	To cover Indian Cinema's participation in the freedom struggle.
4. A.V. Film Maker, 4533, Chowk Dal Mandi Shora Kothi, Near Basant Road, New Delhi. Producer— J.C. Joshi	"SCIENCE AND TECHNOLOGY SINCE INDEPENDENCE" 2 eps.-25 mts.	The programme will highlight milestones in the field of science in the last 50 years which will include areas of Agriculture, Medicine and Public Health, Nuclear Power and Space Technology, Telecommunications etc.
5. Aadhar Communications B-66 1st Floor, East of Kailash, New Delhi. Producer— Ramesh Chandra.	We the people. "Ham Sab Log" 3 eps. -25 mts. Hindi in Beta format	Interviews of common Indian citizens who achieved their livelihood and goals within the infrastructure of India's independence.
6. K. Sanjay Films, 20-21, F Road, Bharat Mahal, Merine Drive, Bombay. Producer— K. Sanjay.	"Yeh Pachas Baras" 4 eps. -25 mts. Hindi-Bata Format	To trace the consolidation of the Panchayati Raj in the last 50 years.
7. K.R.G. Pictures 48-Tollyguage, Circular Road, New Alipore, Calcutta. Producer— Gulbahar Singh	"Sangram" 2 eps. -2t mts. Hindi-Beta format	It is based on the legendary author Prem Chand's short stories on the freedom struggle.
8. Rachnakar Productions, 1779, Kucha Dakkni Rai, Daryaganj, New Delhi. Producer— Anoop Amrohi	"Urdu Theatre after Independence" 4 eps. -25 mts. Hindi-beta format	Urdu theatre history and growth. Urdu dramas, changing scenario with the Electronic media and its impact on theatre.

1	2	3
9. Asif Productions, Ashraf Studios opp. Mahim Rly. Stn. Mahim (W), Bombay. Producer— Asif Khan	"Yeh Ashian Hamara"	Various aspects of growth in India have been outlined (i) social (ii) technical (iii) industry.
10. Vision World Entertainment, New Delhi. 3252, Ranjit Ngr. New Delhi. Producer— Surinder Hans.	"Maha Samar" 1 hour. Beta SP. Hindi.	The National Flag Movement-1946 in Farid Kot. The movement was spear-headed by Giani Zail Singh.
11. R.K.A. Films, 11, Karan Nagar, Jammu. Producer— Ram Kumar Abrol	"Yeh Kashmir Hamara Hai" 4 eps. -25 mts. Beta SP-Hindi	Serial based on times and happenings in J&K. It is projected through a Central character Hasan who inspires everlasting unity.
12. Enkay Visions, Pvt. Ltd. 798, Panner Selvam Salai, K. Nagar, Chennai. Producer— N. Krishnaswamy.	Indian stage in freedom struggle. 6 eps. -25 mts. English-Beta Cam.	Contribution of Indian theatre in different States. With recapitulations of film and theatre personalities in the freedom struggle.
13. Media Men, 44, Delhi. Administration, Flats, Greater Kailash-I, New Delhi. Producer— Ranjan Kumar Singh	"Famous Trials of pre-independence". 6 eps. -25 mts. Beta SP-Hindi	Famous trials under the British Raj which will include trials like Bahadur Zafar, Lokmanya Tilak, Ali Brothers, Mahatma Gandhi, Bhagat Singh, INA Officers.
14. Dev Films, Ghat Koar West Bombay. Producer— Dev Varam.	European perception of Indian freedom struggle. 4 eps. -25 mts. Beta-English.	The programme proposes to gather views of important and well informed personalities on post-independent India's development in the fields of politics, culture, secularism and economic growth.
15. Comnet Videotech, A-65, Manu Apts. Mayur Vihar Phase-I, Delhi. Producer— Ramesh Khatri.	"Ek Kahani Patta Boley" 4 eps -25 mts. Beta-Hindi.	It is proposed on the various farmers and Adivasi movements and revolts against the British for achieving freedom.
16. Shri Bhupen Hazarika	"The Awakening" 13 eps. -46 lakhs	The essence of Assam's absorptior of non-violence in their culture, religior and lifestyle dates back to more than 500 years to have a new look at North East India, today and look at the youth perception about the country.
17. Aishwarya Films, 651, Sector-29, Arun Vihar, Noida. Producer— Seeta Devi.	"Tomorrow's Citizens" 4 eps. -25 mts. Beta-English.	The emphasis is on the growth of children into meaningful citizens in the post-independent era.
18. Gangotri Films, 34-A, Vijay Mandal Enclave, New Delhi. Producer— Gp. Capt. D.K.Sharma	"Role of Indian Armed Forces" 4 eps. -25 mts. English-Beta.	The role of the Indian Army, Navy, A Force and Research and developer in post-independent India.

1	2	3
19. Option Channel, E-102, Sheetal Sarovar, Sheetal Nagar, Mira Road, Mumbai. Producer— Dinesh Shakul	Azadi 2 episode 25 mts. Beta-Hindi	To present chronological highlights from 1905 to 1947 giving documentary supports, using dramatisation technique to film certain monuments. All this to retrospect our national movement and freedom struggle.
20. South View Productions, 73, Poorvi Marg, Vasant Vihar, New Delhi Producer— Meera Lewan	Looking back to look forward searching new meanings in old Paltes 4 eps-25 mts Beta-Hindi	Four different aspects of Gandhiji's moral and political philosophy and actions like Swaraj, Swadeshi, Ahinsa and Satyagraha.
21. Ultra Videotronics, 8/4, Vijay Nagar Delhi Producer— Micky Sachdev.	Hamara Samvidhan-Kyon Kya and Kaisa 6 eps-25 mts. Beta-Hindi	It is about the Indian Constitution. How it was evolved and how the constituent Assembly solidifies the tenets of the country's directives.
22. Eastern Media, 150, 2nd Floor Sarai Juliana Okhla Road, New Delhi Producer— Mustajab Malik	Role of Educational Institutions in the freedom movement. eps -25 mts. Beta.	To project the feelings of Indian youths educated at colleges and Institutions under colonial rule. New crezes of national pride footed in past achievements.
23. Suresh Kohli Productions, E-180, Greater Kailash-II New Delhi	Freedom struggle and Indian Poetry 6 eps. -25 mts. Beta-Hindi	Contribution of various National Poets like Rabindranath Tagore, Subramaniam Bharti, Kazi Nasrul Islam and other regional poets are to be highlighted with their veoses.
24. Ashim Ghosh, C-6-7/6046, Vasant Kunj New Delhi	Midnight hour 3 eps -25 mts. Beta-Hindi	Through photos of that period. It is proposed to reveal an exciting and invaluable document of the immemorable occurences and events of past Independent India.
25. Mind Vision Enterprises, 226/C-7, SDA New Delhi Producer— Dr. Avdesh Sharma	Azadi Ki Aur (Health Scenario) 3 eps -25 mts. Beta-Hindi	To give a round up of the Health Scenario of post Independent India which matches in these with the International Health Scenario.
26. Annanya, 105-Sant Nagar East of Kailash New Delhi.	Samar Gatha 6 eps. 25 mts. Beta-Hindi	The proposal is besed on the world famous Indian Navy uprising which told of stories of courage and patriotism. When Indian masses joined hands with Naval matings for freedom.
27. Sudan Communications, J-30, Central Market Lajpat Nagar, New Delhi.	Swatantrata Sangram Ke Kranti Geet 2 eps -Beta SP	Based on songs sung by the freedom fighters during the freedom struggle.
28. M/s. Kala Sangam, F-11/315, Charnawood Village, Surajkund Road, Faridabad-121009.	Swatantrata Sangram Ke Teen Paksh. 3 eps. -Beta SP	(i) Swadeshi, Bycott (ii) National Flag (iii) Charkha and Khadi
29. M/s. Pejaware & Pejaware, 162 'B' Street, Main Road, Sheshadripuram.	"Katha Vyakti & Freedom Struggle"	The story of freedom struggle through animation - for children.



1	2	3
30. Valley Film Makers, Hotel Remanio Zero Bridge, Srinagar. Producer—Rashid Firdousi.	"Jhelum Gawah Hai" 6 eps. -25 mts. Hindi-Beta.	It is a serial about J&K from 1931 onwards till date, highlighting the problems of the region and their effect.
31. Genesis Media, 301-D, Mayur Vihar Phase-I, Pocket-II, Delhi. Producer—Kala Tyer.	"Impact of Freedom Struggle on Indian Cinema" 3 eps. -25 mts. Hindi-Beta.	Indian Cinema was influenced by the freedom struggle which resulted in popular themes, scenes and films. Film personalities involved will also figure.
32. Archana Kapoor, 233, Gulmohar Enclave, New Delhi. Producer—Archana Kapoor.	"The Role of the Press" 2 eps. -25 mts. English - Beta.	The evolution of the Press in the post-independent India. The growth of Newspaper and their impact on policy making.
33. Cine Art, GP-112, Pitampura, Delhi. Producer—Arun Khemani.	"Gulshan Mehak Utha" 4 eps. -25 mts. Hindi-Beta.	In the form of serial with characters to show the progress in the 50 years of independence.
34. C.Devika Rani, 166, Amrapali Apts. Plot no., 56, JP Ext. Delhi. Producer—C.Devika Rani.	"Suvarna Bharat" 1 eps. -25 mts. Hindi-Beta.	To trace and highlight the achievements of India's space programme in the last 50 years.
35. T.V. Films, 20-21, Bharat Mahal R. Road, Marine Drive, Mumbai. Producer—Reema Malhotra.	"Vikalp" 4 eps. -25 mts. Hindi-Beta.	To highlight the major progress, development and events in the last 50 years of India's independence.
36. Chiranjeevi Chitra, 314, MLA's colony Road no. 12, Bansara Hills, Hyderabad. Producer—B. Rama Rao.	"Shri Pingali Venkaiah" 1 hour telefilm Hindi-Beta.	The life and biography of Pingali Venkaiah who created the National Flag.
37. Telly Graffiti, 199, West Park Road Malleswaram (W) Bangalore. Producer—R. Srinivas.	"Bharat Ek Suhana Safar" 4 eps. -25 mts.	With the Tourist backdrop. The programme proposes to recreate the ups and downs of the socio-political and cultural events in India.
38. Sri Ramanjaneya, Togalu Gombē Mela (Leather Puppet) Bellary-583102. Producer—Belagallu Veer Anna	Leather Puppets 4 eps. -25 mts. Hindi-Beta.	To elect the story of independence through leather puppets.
39. Abhivakti, Tagore Garden, New Delhi. Producer—Asha Kapoor.	"Pragati Ke 50 Varsh" 2 eps. -25 mts.	To trace and highlight India's achievements in areas like Rural Development, education and science and technology.
40. Palco Video, M-7, Palika Bazar Connaught Place, New Delhi. Producer—Ranjit Singh.	Sports based tele serial 3 eps. -25 mts. Hindi-Beta.	To trace the history of sports and its development in the last 50 years.
41. Joydeep Ghosh, B-1/135, Ekta Gardens, 9, Patparganj Road, New Delhi.	"The India Canvass" 2 eps -25 mts. English-Beta.	To trace the evolution of Modern Indian Art during the last 50 years.

**(B) Details of Sponsored Programmes**

The following sponsored programmes have been approved:

1. Golden Moments	52 Eps.
2. Amazing India (Quiz Prog)	21 Eps.
3. Unknown Soldiers (Women freedom fighters)	26 Eps.
4. Emerging India (Achievements in various fields)	26 Eps.
5. Golden Jubilee show (Patriotic films songs)	13 Eps.
6. Quiz Programme	21 Eps.
7. Rani Chennaman	26 Eps.
8. Main Dilli Hoon	52 Eps.
9. Gatha (Soap opera) (Post-independence activities)	52 Eps.
10. Siyasat	52 Eps.
11. Achievements in 50 years (State-wise)	26 Eps.
12. Kahan Gaye Woh Log (Personality-based)	52 Eps.
13. Sangharash	52 Eps.
14. Pariwar	26 Eps.
15. Shubh-Labh	104 Eps.
16. Swathanthratha Samar Senani	26 Eps.
17. Making of a Nation	26 Eps.
18. Kanthapura (Based on the novel of Sh. Raja Rao)	26 Eps.

Songs and short films of 3-5 minutes' duration depicting freedom struggle and development of the country on various themes have been approved under sponsored category. These will be telecast every day during the whole year.

**Statement-II***Details of Expenditure*

At the Directorate level, one commissioned programme each per week on DD-I, DD-II and DD-III will be telecast. The average budget for each episode of commissioned programme at Directorate level will be Rs. 2.5 lakhs.

(Total budget:  $52 \times 3 \times 2.5 = \text{Rs. } 3.9 \text{ crores}$ )

Besides, following eminent Film and TV Producers were selected to produce programmes for the National Channel with their own ideas.

1. Shri Girish Karnad.
2. Shri Budhadev Dasgupta.
3. Shri Shyam Benegal.
4. Shri Saeed Mirza.
5. Shri Bhupen Hazarika.

Each producer has been asked to produce 13 episodes, each with the budget of Rs. 1 crore (Total Rs. 5 crores).

Jingles and spots will be commissioned at the Directorate level.

(Total budget : Rs. 1 crore)

Each of the 15 news producing Kendras (Ahmedabad, Bangalore, Bhopal, Bhubaneswar, Calcutta, Chennai, Delhi, Guwahati, Hyderabad, Jaipur, Jalandhar, Lucknow, Mumbai, Patna and Thiruvananthapuram) will commission 52 episodes upto a maximum budget of Rs.2 lakh per episode commissioning to not more than 10 producers.

(Total budget:  $15 \times 52 \times 2 = \text{Rs. } 15.60 \text{ crores}$ )

In addition PPC, Guwahati has been allotted Rs. 1 crore to produce programmes for the North East.

**Refusal of Security Guards and Sweepers to Accept Daily Wages.**

6240. SHRI RAM NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that security guards and sweepers in a large number of airports refused to accept daily wages during February 1997:

(b) if so, the reasons therefor; and

(c) the steps taken to remedy the situation?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Some labour employed and engaged in cleaning and watch and ward duty by the Contractor had refused to accept daily wages during February, 1997 at Mumbai airport.

(b) and (c) Consequent upon the judgement pronounced by the Hon'ble Supreme Court on 6.12.96, the workmen hitherto engaged by the contractor in the job of cleaning and watch and ward are to be regularised by the Airports Authority of India. As a prelude to regularisation of the cleaning hands, they have been advised to furnish affidavits. Pending verification of details, payment of Rs. 2400/- per month (related to the No. of days being worked) is being disbursed to them from January, 1997. In so far as the watch and ward personnel are concerned, such personnel being borne on the strength of the Maharashtra Private Security Guards Board, consolidated cheque has been sent to the Board to disburse their monthly remuneration directly.

**Winding up of Hotel Corporation of India**

6241. SHRI AJOY MUKHOPADHYAY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to wind up Hotel Corporation of India;

(b) if so, the reasons therefor;

(c) if not, whether the Government propose to modernise some hotels of Hotel Corporation of India and

also construct some new hotels; and

(d) if so, the details thereof?

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

(b) Does not arise.

(c) and (d) Hotel Corporation of India has plans to renovate its two Hotel Units in Mumbai and one in Delhi in the current financial year.

#### Outstanding Dues of MTNL, Delhi

6242. SHRI SANAT KUMAR MANDAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether his attention has been invited to the news item captioned "Satish Sharma, Bina Ramani among glitzy lot let of the book DELHITIES owe MTNL Rs 450 crore" appearing in "The Economic Times" New Delhi dated February 20, 1997;

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

(c) the reasons for not recovering the dues so far by MTNL, Delhi; and

(d) the steps proposed to be taken to recover this huge amount?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The total Telephone outstanding for DOT as on 31.1.97 was Rs. 1582 crores. Rs. 424 crores are outstanding from subscribers of MTNL, Delhi. These outstandings do not pertain to the current year alone but have accumulated over a period of time.

In cases where the cheques have bounced, cash/DD payments are insisted upon. Further, additional security is also taken.

The present position with reference to specific cases cited in the news item is given below:-

(i) Telephone No. 608647 of Mr. Bhupender Kumar. The subscriber had gone to court and the court has dismissed his petition on 2.4.97. Steps are being taken to recover the outstanding dues of Rs. 13.38 lakhs.

(ii) Telephone No. 6862466 of Captain Satish Sharma. The telephone stands disconnected and recovery process is being constantly monitored.

(iii) Telephone No. 6862931 of Mrs. Bina Ramani. The subscriber has since cleared the dues by cash payment.

(iv) M/s Apollo Tyres subscriber Shri O.S. Kanwar. The supplementary bills issued have been cleared.

(v) M/s Usha India Ltd. Part payment has been made by the party and the case is subjudice.

(c) The issue of bills and recovery thereof is a continuous process and there are well laid procedures for recovery of outstanding Telephone bills. Efforts are made to settle the billing disputes/Court cases quickly. For other cases recovery is pursued by correspondence/personal visits and legal action.

(d) Integration of various computerised systems like billing, Fault Repair Service (FRS) and commercial in one package as Customer Service Management System (CSMS) is being done during 1997-98. This will enable early issue of bills and On Line updation for all bill payments, facilitating quicker disconnection of telephones of defaulting subscribers, thereby improving the collection efficiency.

#### Amount Spend on Grand Badminton Championship

6243. SHRI BASUDEB ACHARIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount spent in organising the Grand Badminton Championship at Indira Gandhi Stadium in New Delhi from February 12, 1997 to February 16, 1997;

(b) the total number of Air India official involved in organising the championship and the extent of loss of manpower to the company;

(c) the amount spent by Air India Management in organising the sports tournaments in the last two years including Golf Championship at Chandigarh and Badminton Championship at Delhi;

(d) the total reserves of funds with Air India management, at present; and

(e) the steps taken by the Government to stop unnecessary expenditure by Air India Management?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Air India incurred cash expenditure of Rs. 26.4 lakhs as the lead sponsor of World Grand Prix Badminton Championship.

(b) Only those officials who are functionally responsible for sports activities were involved or organising the event.

(c) Details are given below:-

	Budget (Amount in Crores)	Amount spent
1995-96	1.15	1.15
1996-97	1.15	0.61
		(upto 31.1.97)

(d) The total reserves as on 31.3.96 were Rs. 1056 crores.

(e) Expenditure for promotion of sports is in consonance with the board policy guidelines of the Government/Company.

### **Departure and Arrival Lounge Facilities at Mangalore**

6244. SHRI OSCAR FERNANDES: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether adequate departure and arrival lounge facilities are not available at Mangalore Airport as compared to similar other airports;

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

(c) the steps proposed to be taken to provide adequate facilities there?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. BRAHIM): (a) to (c) Yes, Sir. The facilities are inadequate as the terminal building at Mangalore airport is very old. IAI has plans to upgrade the Mangalore airport for limited international operations during the Ninth Plan period in a phased manner.

### **STD Facility in Kanaud City of Devas District**

6245. SHRI SUSHIL CHANDRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the reasons for not making the STD facility of the desired level in Kanaud city of Devas district so far despite the fact that optic fibre line has been laid between Devas and Kanaud;

(b) whether instruments relating to telephone system have been sent to Kanaud, but they have not been installed so far;

(c) if so, the reasons therefor;

(d) whether a post of sub-divisional officer has been sanctioned for Kanaud, but it has not been filled for a long period; and

(e) the time by which STD facility of the desired level is likely to be made available in Kanaud?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) STD service was earlier provided on overhead lines. It has not been provided using optical fibre.

(d) An officer has been posted.

(e) STD facility is now available using optical fibre since 15.4.97.

### **Irregularities by CTS Officials, Netaji Nagar, N.D.**

6246. DR. M.P. JAISWAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have received any complaint regarding the irregularities committed by official of C.T.S. Netaji Nagar, New Delhi;

(b) if so, the details thereof;

(c) whether the Government have conducted any inquiry regarding the illegal deal in the misappropriation of the amount received as a result of unloading the truck;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) (a) and (b) No complaint against any official of the CTS, New Delhi has been received. However, 2 complaints regarding exorbitant unloading charges were received from transporters, namely M/s. Sunrise Transport Service, Calcutta and M/s. Gajendra Roadlines, Calcutta.

(c) to (e) Information is being collected and will be laid on the Table of the House.

### **Air Service for Ajmer**

6247. PROF. RASA SINGH RAWAT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Union Government propose to connect Ajmer with airways;

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

(c) if not, the reasons therefor;

(d) whether State Government has proposed to give free land from their side in this regard;

(e) if so, the details thereof; and

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

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (f) Airports Authority of India has plans to construct an airport at Ajmer, suitable for operation of 50 seater aircraft, provided the State Government of Rajasthan hands over 460 acres of land free of cost and free from all encumbrances. The response of the State Government is awaited.

### **Profit of SAIL**

6248. SHRI B.L. SHANKAR: Will the Minister of STEEL be pleased to state:

(a) whether the profit of SAIL has decreased to 50 percent during 1996-97;

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

(c) the measures taken by the Union Government to arrest the loss of SAIL in 1997-98 and 1998-99 ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) The accounts for the year 1996-97 are under finalisation. Therefore, it is difficult to say at this stage that the profit of SAIL has decreased to 50 per cent.

**Poor Quality of Postal and Telecom Service In M.P.**

6249. SHRI VISHVESHWAR BHAGAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware of the inferior quality essential services available in the field of Post, Telegraph and Communications in Madhya Pradesh;

(b) whether there is need to improve the quality of these services; and

(c) if so, the instructions issued regarding improvement in Post, Telegraph and Communications Services in Madhya Pradesh Circles?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The quality of essential services available in the field of Post, Telegraph and Communications in Madhya Pradesh generally satisfactory and not inferior.

(b) There is always scope for improvement and constant efforts are made to improve the services.

(c) Necessary instructions in this regard are issued from time to time. Corrective measures are taken wherever deficiency is noticed. In this regard 44 Post Offices in M.P. have been modernised. Instructions have been issued to the supervisory and inspecting officers to pay surprise visits to check the quality of services given to the consumers.

**Switch Over of Furnishing Regions**

6250. SHRIMATI JAYAWANTI NAVINCHANDER MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the situation emerging on account of ban on felling of trees and closure of Plywood Industries pursuant to directions of Hon'ble Supreme Court of India; and

(b) if so, the details and the steps taken by the Railways to switch over its furnishing regions made of Plywood to alternatives?

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

(b) Research, Design and Standards Organisation, Lucknow have been advised to find alternatives to the wood not only for existing designs of rolling stock but also for new designs of rolling stock.

**Utilisation of Asansol Electric Loco-Shed**

6251. SHRI MEHBOOB ZAHEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government are not utilising the existing capacity and infrastructure of Asansol electric Locoshed of Eastern Railway instead of spending

huge amount to build the same elsewhere;

(b) if so, the reasons therefor;

(c) the homing capacity of this shed;

(d) the number of electric locos at present in that shed;

(e) the names and capacity of those locos; and

(f) the steps taken by the Government of increase its capacity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. The capacity of Electric Locoshed Asansol is being utilised fully.

(b) Does not arise.

(c) to (e) As on 1.5.97, the homing capacity of Electric Locoshed Asansol is 100 locomotives and the present holding is 147 locomotives. The types of locos and their capacity is as below:

Typed Loco	No.	Capacity in Horse Powers
WAM1	33	2870
WAM2	27	2790
WAM3	2	2790
WAG3	9	3150
WAG4	76	3150
	147	

(f) There are plans to augment the capacity of the shed.

**Opening of Five Star Hotels in Bihar**

6252. SHRI R.L.P. VERMA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government propose to open Five Star Hotels in Kodarma and Hazaribagh districts of Bihar;

(b) if so, the time by which the Five Star Hotels are likely to be opened; and

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) No, Sir.

(b) Does not arise.

(c) The construction of hotels is primarily a private sector activity depending on a number of factors like availability of suitable sites at reasonable prices, tourism potential of the Centre, availability of infrastructural facilities, availability of resources etc. Government is only a facilitator

in the process of decision making by entrepreneurs who wish to set up such projects.

#### **I.A. Services**

6253. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the steps taken/proposed to be taken to improve the services of Indian Airlines and Air India;
- (b) whether these Airlines are having parity in air fare with other private Airlines; and
- (c) if not, the details thereof and the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Air India and Indian Airlines are taking steps to improve their product, image and on time performance.

(b) and (c) Airlines are free to fix the fares on domestic sectors in their own commercial judgement keeping in view the increases in input costs and the impact on traffic. As regards international fares, the increases are initially discussed and agreed to by the airlines at the Tariff Co-ordinating Conference of the International Air Transport Association (IATA) and implemented with the approval of the respective Governments. Such review of international fares is undertaken by IATA for different sectors from time to time.

#### **Air Crafts Owned by Air India**

6254. SHRI MADHUKAR SARPOTDAR: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the number of air craft used for carrying passengers by Air India at present;
- (b) the actual requirement of air craft;
- (c) whether Government have any plan to purchase air craft from other countries; and
- (d) if so, the number and details thereof and the amount involved therein?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Air India has, at present, 28 aircraft in its fleet.

(b) to (d) Requirement of aircraft and expansion/renewal of fleet by Air India depends on the resources of the airlines, traffic requirements, suitability of the aircraft type, viability of operations on various sectors/routes etc.

#### **Conversion of Manual Exchanges in Gujarat**

6255. SHRI VIJAY PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether Government propose to convert the existing Manual Telephone Exchanges in Gujarat into electronic exchanges;
- (b) if so, the details thereof district-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No manual Telephone Exchange is

in existence in Gujarat.

- (b) Does not arise in view of (a) above.

#### **Upgradation of BPO Vaishkanti Allahabad**

6256. DR. AMRIT LAL BHARTI: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether the Government are aware that Vaishkanti Village of Chail Parliamentary Constituency in district Allahabad has been declared Ambedkar village has been increasing regularly;
- (b) whether the condition of branch post office of the village is same as it was in old times and several Members of Parliament have requested to upgrade this branch post office to sub-post office;
- (c) whether the Government have taken any concrete steps to upgrade this branch post office to sub-post office and for its development;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The Department has no information that the village Vaishkanti has been declared as Ambedkar village. The population of the village has been increasing regularly as in case of other villages.

(b) to (e) The extra Departmental Branch Post Office was opened on 12th October, 1971 and continues to be an Extra Departmental Branch Post Office till date. The proposal to upgrade this Branch Post Office into a Departmental Sub Post Office was examined repeatedly at different times but the same was not found justified on the basis of work load and income and cost.

#### **Crisis in Mineral Exploration Corporation Limited**

6257. SHRI HARADHAN ROY: Will the Minister of MINES be pleased to state:-

- (a) whether the Union Government has received any representation in respect of the crisis being faced by the workers of mineral Exploration Corporation Limited;
- (b) if so, the details thereof; and
- (c) the steps taken in this respect ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) The Government have received representations from various sources against closure of area offices, sale of land and buildings in various places, transfer of personnel etc. It has been decided to maintain status quo in this regard for the present.

[Translation]

#### **Bailadila Mines**

6258. DR. LAXMINARAYAN PANDEY: Will the Minister of STEEL be pleased to state:

(a) whether the Government contemplate to give the iron ore mine, B-11 situated in Madhya Pradesh to private company on contract;

(b) whether the State Government have sent any proposal or sent any suggestion in this regard; and

(c) if so, the details of the action taken thereon?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) Based on the Government approval for development of Bailadila 11-B iron ore deposit in the joint venture, NMDC signed a joint venture agreement with Nippon Denro Ispat Limited (NDIL) on 10th July, 1995 and a new Joint Venture (JV) Company namely Bailadila Mineral Development Company Ltd. (BMDC) was incorporated on 31st July, 1995. Further, NMDC submitted its application to the Government of Madhya Pradesh for transfer of 11-B mining lease in favour of the JV company.

The Government of Madhya Pradesh recommended the proposal vide their letter dated 6.1.96 and sought prior approval of the Central Government from the Ministry of Mines, as required under the provisions of the MMRD Act, 1957, for transfer of mining lease of Bailadila Deposit 11-B in favour of the JV Company. While seeking the Central Government approval, the State Government also proposed to incorporate certain conditions such as setting up a steel plant, involvement of the State Govt. in the equity of the JV Company to the extent of 20%, recruitment of manpower from the State especially from District Bastar, establishment of schools/hospital in the area by the JV Company etc. The Ministry of Mines have approved the proposal on 21st March, 1996 subject to observance of the provisions of MMRD Act, 1957 and Mineral Concession Rules, 1960 and also that "the State Govt., the proposed joint venture company, i.e., Bailadila Mineral Development Company Ltd. and NMDC should arrive at a uniform and agreed set of conditions for the transfer and incorporate them in an agreement or any other appropriate legal instrument that may be executed between the parties."

Ministry of Mines vide their letter dated 13.6.96 requested Government of Madhya Pradesh to inform whether NMDC has consented to the conditions that the State Government proposed to incorporate under Rule 27(3) of the MCR, 1960.

The State Government of Madhya Pradesh has requested Ministry of Steel vide their letter dated 19.6.96 and 3.8.96 to advise NMDC to send their consent on the conditions proposed by the State Government.

The Hon'ble High Court at Calcutta granted a stay order on the decision to transfer the lease of 11-B iron ore mines in favour of joint venture company on 16.4.96 on a public interest petition filed by Shri Gurudas Dasgupta and Shri Jibon Roy, Members of Parliament. The writ petition was dismissed by the Hon'ble High Court on grounds of jurisdiction on 10.5.1996. However, the opera-

tion of the order was stayed by the Hon'ble High Court for a period of three weeks upto 31.5.1996. On a petition by the JV Company against this order, the Hon'ble Calcutta High Court has ordered that the interim stay granted by the learned trial judge will remain suspended till the disposal of the appeal preferred by the Company and the appeal preferred by Shri Gurudas Dasgupta against the order dismissing the original writ petition on jurisdiction grounds. These appeals are to come up before the regular bench.

A Public Interest Litigation (PIL) has also been filed in the High Court of Delhi in July, 1996 against the transfer of Bailadila Deposit 11-B. The case last came up for hearing on 26.3.97 when it was adjourned again.

The subject is very important and needs detailed examination on various aspects. However, since the matter is pending before the Court, the Government would like to await the judicial verdict.

[English]

#### **Telephone Advisory Committee, Karnataka**

6259. SHRI RAMCHANDRA VEERAPPA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Telephone Advisory Committee of Karnataka for District level and State level has been constituted:

(b) if so, the details thereof; and

(c) the name of the members nominated from the Karnataka?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Yes, Sir. Telephone Advisory Committee for Karnataka Circle and for some District levels have been constituted. The names of TAC constituted are given as under:

Karnataka (Circle level)

Bangalore

Belgaum

Hubli (Dharwad)

Mysore

(c) As per Statement attached.

#### **Statement**

##### **Karnataka Circle Tac**

*The following persons are nominated on Telephone Advisory Committee for Karnataka Circle.*

##### **'Public Workers and Others'**

1. Shri Shabbeer Pasha  
CA, 19/1, Malavalli,  
Rama Rao Road,  
Bangalore-560002.

2. Shri V.S. Krishna Iyer,  
Former M.P.,  
Shankarmutt Road,  
Basavanagudi, Bangalore.
3. Mr Shanmukhappa K.R  
S/o Sh. Revanasiddappa,  
D/2, Vidya Nagar, Davangere,  
Chitradurga Distt.,  
Karnataka.
4. Shri Basawaraj Bulla,  
R/o 35-MIG, HUDCO, KHB Colony  
Bidar, Karnataka.  
Karnataka.
5. Shri Rasheed Hasham,  
BE(Civil),  
R/o 11-1814/31,  
Vidiyanagar Colony,  
Gulbarga-2
6. Shri Rama Chandra Prabhu U.,  
Chartered Accountant,  
Hotel Mrupatunga,  
Station Road,  
Raichur, Karnataka.
7. Shri A.C. Rajashekhar,  
Reporter, Praja Vani,  
205, 6th Main Road,  
Vijay Nagar, Bangalore.
8. Dr. Mahabal Shetty,  
(Medical Profession)  
MBBS Basavenagar,  
Hubli (Dharwar Distt.)  
Karnataka.
9. Shri M.S. Vijay Kumar,  
(Public Workers & Others)  
S/o Snri Shivanna,  
Maralagala Village,  
Mandya Distt., Karnataka.

**M.P. Category**

10. Shri Shivanand Hemappa Koujalgi  
212, Karnataka Bhavan,  
Sardar Patel Marg,  
New Delhi-110021.
11. Shri S.M. Krishna, M.P.  
AB-16, Mathura Road, New Delhi
12. Prof. I.G. Sanadi, M.P.  
39, South Avenue,  
New Delhi-110011.

*The following persons are nominated on the Telephone Advisory Committee Belgaum.*

**State Legislature:**

1. Shri Ghotgo, MLA,  
Kudachim TK; Raibag,  
Distt. Belgaum.
2. Shri B.D. Inamdar, MLA,  
Kittur, Belgaum.

**Municipality/Corporation:**

3. Shri Jayaprakash N. Nalavade,  
Shankeswar, Belgaum.

**Legal Profession:**

4. Shri M.V. Shetty,  
Advocate, Chikodi, Belgaum.

**Press:**

5. Shri Jahangir Shirakole,  
Editor 'Warta-Shakti, Nipani, Belgaum.

**Medical Profession:**

6. Dr. Makandar,  
Hukkeri, Belgaum.

**Trade, Commerce and Industry:**

7. Shri Basavaral Karale,  
Hukkerim Belgaum.
8. Shri Kiran D. Shah,  
Nipani, Belgaum.
9. Shri Babu Jamadar,  
Chikodi, Belgaum.
10. Shri Vijay Shah,  
Kanagala, Tk; Hukkeri Belgaum.

**Public Workers & Others:**

11. Shri A.B. Jakanur,  
Ex-MLA, Athani, Belgaum.
12. Shri Veer Kumar Patil,  
Ex-MLA, Koganoil,  
Tk; Chikodi, Belgaum.
13. Shri Shekhar S. Bane,  
PO. Morab, Tk; Raibag, Belgaum.
14. Shri Rajendra Bhupalrao Desai,  
Tilakwadi, Belgaum.
15. Shri Inderjeet Appasaheb Nimbalkar,  
Nanadi, Tk; Chikkodi, Belgaum.
16. Shri Jawahar  
Vil; Karikatti, Tk; Saundatti,  
Belgaum.
17. Shri M.B. Tonnadikhan,  
Vil; Karikatti, Saundatti,  
Belgaum.



18. Shri R.B. Desai,  
190, Gurawar Path,  
Tilakwadi, Belgaum.
19. Shri Mallappa Murgod,  
Baihongal Tow, Belgaum.
20. Shri Basavannappa Kambar,  
Gokak Town, Belgaum.
21. Shri I.R. Belkud,  
r/o Kallolli, Tk; Gokak, Belgaum.
22. Shri Dastgirsab Attar,  
Gokak Town, Belgaum.
23. Shri B.N. Desai,  
Advocate, Tk; Ramdurg, Belgaum.
24. P.G. Kulkarni,  
r/o Hoolikatti, Tk; Ramdurg, Belgaum.
25. Shri Shivangouda Patil,  
r/o Sidnal Village,  
Tk; Ramdurg, Belgaum.
26. Shri C.G. Hiremath,  
r/o Siddasamadra, PO. Belvadi,  
Tk; Ballhongai, Belgaum.
27. Shri Shekappa Kallavaddar,  
r/o Hanumapur, Tk; Ramdurg, Belgaum.
28. Dr. B.M. Siddibhavi,  
JN Medical College Qtrs.,  
Nehru Nagar, Belgaum.
29. Shri Mohan Kulkarni,  
Vijayalaxmi Printing Press, Belgaum
30. Shri Balchandra Patil,  
Peeranwadi, Belgaum.

**M.P. Category:**

31. Shri Shivanada Koujalgi, M.P.  
P.O. Baihhoovagani-591102  
Distt. Belgaum.
32. Smt. Ratnamala Dhareshwar  
Savanoor, M.P.,  
R.d. - Savanoor, C/o GM POL.  
Nipauj Karnataka 42 S.A.

**Legal Profession:**

33. Shri G.S. Chachadi, Advocate,  
Post Bailhongal-591101,  
Karnataka.

*The following persons are nominated on the Telephone Advisory Committee, Hubli.*

**Legal Profession:**

1. Shri G.M. Patil, Advocate,  
'Sinivas' Shivanandnagar,  
Dharwad.

2. Shri Jayawadgi, Advocate,  
Kalyanagar, Hubli.

**Engineer and Other Professions:**

3. Shri Arvind Kumar Kubsad, C.A.  
Opp: India Airlines,  
Club Road, Hubli.

**Trade, Commerce and Industry:**

4. Shri S.M. Tenginkai,  
S/o Shri M.R. Tenginkai,  
Sanmati Marg, Hubli.

**Public Workers and Others:**

5. Shri R.S. Jamkhandi,  
Journalist Colony, Hubli-580032
6. Shri Praful A. Singala,  
29/2, Pinto Road, Hubli-580028
7. Shri Mahendra H. Singhi,  
Hirepeth, Hubli-580025.
8. Shri Kursheed Kalghati,  
HIG, 62, Navnagar, Hubli-580028.
9. Shri H.K. Ghorpade,  
Hosayellapur, Hubli.
10. Shri Shafi Muddebihal,  
C.G.T., Hubli.
11. Shri H.K. Ghorpade,  
Hosayellapur, Hubli.
12. Shri R. Sankanagowdar,  
Kittur Channamma Park Road,  
Dharwad.
13. Shri Savalagi V.M.,  
290 Aravind Nagar, Hubli.
14. Shri Vidyanand Palankar,  
Ravi Vari Pet, Dharwad.
15. Shri V.C. Kamalani,  
IInd Cross, Ist Main,  
Narayanpur, Dharwad-580008.
16. Shri B.S. Patil,  
AT/PO, Devgiri, Haveri Tk; Hubli.
17. Shri Raviraj Basti,  
AT/PO Gundageri,  
Kundgol Tq., Hubli.
18. Shri Siraj Ahmed Kurchiwale,  
Maldar Oni, Hubli.
19. Shri Durgesh Malgi,  
Gandhinagar, Byadgi, Hubli.
20. Shri Bapu Gowda Patil,  
At/PO Amargol,  
Hubli Tk. Distt. Dharwad.

21. Shri V.D. Jadhav,  
Marathagalli, Hubli.
22. Dr. Vijayakumar M. Kerudi,  
Ranebennur Taluka,  
Dharwad.
23. Shri Ghala Reddiyar H.H.,  
II Cross, Hosur, Hubli.
24. Shri Veeranna Mattikatti,  
Ex-MLA,  
U.B. Hills, Dharwad Distt.
25. Shri Babu Anvekar,  
Saraff Katti,  
Hubli.

*The following persons are nominated on the Telephone Advisory Committee Mysore.*

**Press:**

1. Shri H.V. Sathyanarayana,  
Editor 'Eesamachar'  
Devanga-IIInd Street, 9-30,  
Chamarajnagar-571313, Mysore.

**Legal Profession:**

2. Shri Rochappa, Advocate,  
Vokkalagiri, Nanjagound  
Town-570004.
3. Shri S. Siddegowda, Advocate,  
D.No. 1069, Jayalakshmi Vilas Road  
Chamarajapuram, Mysore-570004.

**Engineer and All Other Professions:**

4. Shri I.G. Chandrashekha Naik,  
2985, III Main Road,  
V.V. Mohalla, Mysore.

**Trade, Commerce and Industry:**

5. Shri Syed Irshadulla,  
Proprietor 'Jabbar Industries'  
Gatpura Road, Chamarajnagar,  
Mysore.
6. Shri G. Mohammed Iqbal,  
2334, 9th Cross, Basaveshwara  
Road, K.R. Mohalla, Mysore.

**Public Workers and Others:**

7. Shri Y.S. Gopalswamy,  
Balapet, Velandur Town, Mysore.
8. Shri K.K. Anantha,  
No. 6, 5th Main, Ist Stage,  
Hebbalu, Metagath Post,  
Mysore-16.

9. Shri Shivalankaraiah,  
Bandohalli, Kollegal Taluk,  
Mysore Dist.
10. Shri Satish Babu,  
Hebbala PO, K.R. Nagar Taluk,  
Mysore Dist.,
11. Shri Raju,  
Bilikera, Hansur Taluk,  
Mysore Dist.
12. Shri Govinda Gowda,  
Chairman Komalapura Panchayat,  
Kanur Village, Komalapura PU,  
Periyapattana Taluk, Mysore Dist.
13. Shri Krishna Gowda,  
No. 902, Mukal Road,  
Heggedadevana Kote-571114.
14. Shri Suresh Yadav,  
636, Kamat Geri, Mandi  
Mohalla, Mysore-1.
15. Smt. Susheela Keshavamurthy,  
No. 1552, 'Anikethana'  
13th Cross, C&D Block,  
Kuvempunagar, Mysore-570023.
16. Shri B. Ilyas Ahmed,  
Gargeshwari, T. Narasipur Tk;  
Mysore Dist.
17. Shri Channabasappa,  
Hadagur, K.R. Nagar Taluk,  
Distt. Mysore.
18. Shri R. Guru,  
Managing Director 'Vasu  
Agarbathis,  
D.No. 2203, New Sayyaji Rao  
Road Bamboo Bazar, Mysore-21
19. Shri N. Kumar,  
Ist Floor, No. 286, Thyaga Marg,  
Siddartha Layout, Mysore-II.
20. Shri H.S. Prakash,  
No. 874, Bannimantap 'B' Layout,  
Shivarathreshwar Nagar,  
Mysore-15.
21. Shri D. Somashekar,  
D.No. 292, 13th Main,  
Saraswathipuram Mysore-9.

**M.P. Category:**

22. Shri Srikantadatta  
Narasimharaja Wadeyar, M.P.  
71, The Place, Mysore-570001.

23. Shri Siddarju, M.P.,  
Agatha Gowdanahally,  
Gundlupet,  
Mysore Distt.

**Bangalore Tac:**

1. Shri Irabhadrapa Lakkanagaov,  
S/o Late Sh. Rachappa,  
Bijapur, Karnataka.

Note:- Three members are being nominated.

**Basic Cellphone Call Rates**

6260. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether Delhi High Court have refused to grant stay on the department of telecommunications order imposing exorbitant basic cellphone call rates;
- (b) if so, the details thereof;
- (c) whether the cellular telecom operators have sought his Ministry's intervention in the matter; and
- (d) if so, the reaction of Government in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) while not granting stay, the Hon'ble Court had directed the petitioners to represent their case before Telecom. Regulatory Authority of India (TRAI).

(c) and (d) Yes, Sir. But, since the matter became subjudice, the intervention by the Ministry was ruled out.

**Telephone Exchange In Bardhaman**

6261. SHRI BALAI CHANDRA RAY: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether any new telephone exchanges have been set up in the district of Bardhaman, West Bengal;
- (b) if so, names of those exchanges alongwith their line capacity;
- (c) names of those places where new exchanges are likely to be set up during the current financial year; and
- (d) the steps taken in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The name of the Exchanges opened during 1996-97 with their line capacities are furnished in the Statement attached.

(c) and (d) Not yet been finalised.

**Statement****New exchanges opened During 1996-97  
(Bardhaman District)**

Sl. No.	Name of Exchange	Line (Capacity)
1.	Bidhan Nagar	2000
2.	Rajbandh	256
3.	Gopalmath	256
4.	Gopalpur	256
5.	Balgona	256
6.	Agradwip	256
7.	Madhyamgram	256
8.	Amarun	256
9.	Raina	256
10.	Gangpur	256
11.	Uttar Ramnagar	256
12.	Jhanjra	512

**Dropping of Vividh Bharti Broadcast  
on Hyderabad Air**

6262. SHRI L. RAMANA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether Vividh Bharti has stopped broadcast on medium wave in Hyderabad from April 1, 1997;
- (b) if so, the reasons therefor; and
- (c) the steps taken by the Government to restart the same broadcast?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) Yes, Sir.

(b) and (c) In order to improve the Vividh Bharti Service, broadcast of programmes of this service from different centres is being replaced from Medium Wave to high quality FM Mode. To familiarise the public with FM broadcast, for sometime Medium Wave broadcast is also continued along with FM broadcast. Similarly, the Vividh Bharti Service from Hyderabad was broadcast in both Medium Wave and FM service till 31st March, 1997 and w.e.f. 1st April, 1997, the Medium Wave service was discontinued and the broadcast is being done only in FM service.

**Complaints Against Malayalam News Broadcast  
From Air, New Delhi**

6263. SHRI S. AJAY KUMAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether there are many complaints against the

mistakes/improper usage of appropriate Malayalam words in Malayalam news broadcasted from AIR Radio, New Delhi;

- (b) if so, the reasons therefor; and  
(c) the action Government has taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) Directorate General of All India Radio has informed that no such complaints have been received.

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

#### Projects in Assam

6264. SHRI KESHAB MAHANTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to

state:

- (a) the details of Doordarshan and AIR projects in Assam under implementation with their present status;  
(b) the time by which these ongoing projects are likely to be completed and commissioned; and  
(c) the details of new TV transmitters/AIR stations proposed to be set up during the Ninth Five Year Plan, location-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY) : (a) and (b) A Statement is attached.

- (c) The 9th Five Year Plan proposals are yet to be finalised. Hence, no definite commitment on locations of projects can be made at this stage.

#### Statement

Sl. No.	Project	Status	Expected Year of Completion
<b>All India Radio</b>			
1.	Kokrajhar 20 KW MW Transmitter and Type I Studios.	Installation is completed. Studio premises are occupied by Security forces.	Immediately on release of occupation from Security forces.
2.	Tezpur 20 KW MW Transmitter and Type I Studio	Installation is completed. Civil works are over.	1997-98
3.	Dhubri (Relay) 6 KW FM Trasmmitter	Building works are in progress.	1997-98
4.	Guwahati Replacement of 50 KW MW Transmitter by a 100 KW MW High Power Transmitter	Installation is completed. Joint inspection is in progress.	1997-98
5.	Guwahati Expansion of Commercial Channel 10 KW FM Transmitter	Installation and Testing works are over. Joint inspection is being arranged.	1997-98
6.	Lumding Community Radio Station	Required site acquisition is under process in consultation with the State Government.	Six months from the date of acquisition of site.

#### Doordarshan

1. Bokakhat (DD I) Low Power Transmitters
2. Silchar (DD II) LPT
3. Dibrugarh (DD I) LPT

These projects are under implementation having been sanctioned in March 1997 and are expected to be completed during 1998-99 subject to availability of equipment, site, staff and other infrastructural facilities.

**Telephone to Village Panchayat**

6265. SHRI SHIVRAJ SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of village Panchayat connected with telephone facilities in Madhya Pradesh and Uttar Pradesh, so far;

(b) the time by when remaining village Panchayats are likely to be provided with telephone facility; and

(c) the estimated cost that comes to establish a telephone in rural and remote areas?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The information is being collected and will be laid on the Table of the House.

(b) Remaining Gram Panchayats in Madhya Pradesh and Uttar Pradesh are likely to be connected with telephone facility by the end of Ninth Five Year Plan.

(c) The estimated cost to establish a telephone connection in rural area is Rs. 75,000 on average per Village Public Telephone.

**Uncontrolled Growth in Air Traffic**

6266. SHRI R. SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines Association have warned the Government against any uncontrolled growth in an Air traffic without developing infrastructure;

(b) if so, whether they have also pointed out that air collision between the two Aircraft was a pointer to the problem;

(c) if so, whether the association has urged the Governments to set up an expert committee to decide whether there was any need at all to have more airlines operation in the domestic market;

(d) if so, whether Government has considered their suggestions; and

(e) the steps being taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Indian Airlines have 8 recognised associations, out of which there is no such association known as Indian Airlines Association.

(b) to (e) Do not arise.

**Divisional Railway Hospital At Lumding**

6267. SHRI UDDHAB BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received a representation from the All India Railway Employees Confederation about the deteriorating services of Divisional Railway Hospital at Lumding;

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

(c) the steps taken by the Government to improve the services and functioning of the said hospital?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir

(b) and (c) To improve the functioning of this hospital, programmed visits of specialist doctors from Zonal Hospitals have been arranged. Placement of regular specialists is arranged either through U.P.S.C. or through contract services. Allegations levelled against medical and para medical staff, on enquiry, were not substantiated.

**National Telecom Policy**

6268. SHRI KRISHAN LAL SHARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the estimated amount required by the Government for implementation of National Telecom Policy; and

(b) the time by which the above policy is likely to be implemented?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) The estimated amount required by the Government for implementation of National Telecom Policy is about Rs. 83,250 crores, as envisaged in the draft Ninth Five Year Plan proposals.

Implementation of the Policy, especially in the technological areas, is a continuing process. Its objectives are likely to be substantially achieved during the Ninth Plan through the combined efforts of the Government and the private sector.

**Telephone Connections in M.P.**

6269. SHRI BUDHSEN PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections provided in Madhya Pradesh during 1993-94, 1994-95 and 1995-96, district-wise;

(b) the number of persons on waiting list upto December, 1996, district-wise;

(c) the time by when this waiting list is likely to be cleared, district-wise;

(d) whether any special scheme has been formulated for the expansion and development of telephones in Madhya Pradesh particularly in Rewa circle;

(e) if so, the details thereof;

(f) if not, the time by when such scheme is likely to be formulated;

(g) the amount allocated during 1996-97 for the purpose, district-wise; and

(h) the details of steps taken in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b) The information is given in the Statement-I attached.

(c) The waiting list is likely to be cleared by March, 1998 subject to the availability of materials and equipments.

(d) to (f) No special plan has been formulated. The Annual Plan has been formulated to provide 70000 new telephone connections during 1997-98 in Madhya Pradesh including Rewa District.

(g) The total amount allocated for all districts of Madhya Pradesh during 1996-97 was Rs. 335.76 crores. The district-wise allotment of funds is given in the Statement-II attached.

(h) Action is being taken to acquire the land, construct the exchange buildings and arrange materials and equipments.

#### Statement-I

*The number of telephone connections provided and waiting list in Madhya Pradesh district-wise.*

District	No. of Telephone Connections Provided during Year			Waiting List upto December 1996
	1993-94	1994-95	1995-96	
1	2	3	4	5
Balaghat	912	604	358	298
Bastar	1389	591	228	1392
Betul	1411	1115	659	1258
Bhind	1208	940	1013	582
Bhopal	3700	6629	9166	8390
Bilaspur	3855	4054	207	6154
Chhatarpur	1697	642	666	838
Chhindwara	1824	1746	1709	826
Damoh	656	779	889	297
Datia	359	120	600	420
Dewas	2285	1246	690	964
Dhar	2324	2091	973	831
Durg	4050	2693	2107	7483
Guna	1983	1504	3418	420
Gwalior	6436	4320	6017	2419
Hoshangabad	3232	1535	9	1966
Indore	13111	18649	16433	5046
Jabalpur	7309	6417	6714	4832
Jhabua	667	570	52	337
Khandwa	1948	1524	1419	1195
Khargone	3173	1880	1690	1160

1	2	3	4	5
Mandla	639	414	100	185
Mandsaur	4137	2436	2794	1026
Morena	1643	1467	2071	648
Narasimhpur	914	833	591	723
Panna	403	680	167	196
Raigarh	858	570	348	626
Raipur	5512	5036	6251	2989
Raisen	555	1319	480	510
Rajgarh	946	738	1394	385
Rajnandgaon	340	905	403	1032
Ratlam	2907	1877	1087	1725
Rewa	953	911	1303	750
Sagar	2962	1591	2543	960
Sarguja	1406	108	120	1213
Satna	717	1175	1846	1663
Sehore	1002	2306	974	1056
Seoni	758	576	121	150
Shahdol	926	1069	556	1187
Shajapur	1535	876	523	278
Shivpuri	1363	727	597	585
Sidhi	455	199	586	565
Tikamgarh	651	241	599	270
Ujjain	3846	3447	1742	2145
Vidisha	1673	1172	435	473

#### Statement-II

*Amount Allocated During Year 1996-97 In MP Telecom. Circle (All figures are in Thousands of Rupees)*

Head of Unit	Cash	Stores	Total
1	2	3	4
GMTD Bhopal	129958	50321	180779
GMTD Gwalior	70302	23273	93575
GMTD Indore	91385	51725	143110
GMTD Jabalpur	114400	34896	149296
GMTD Raipur	46633	14163	60796
TDE Betul	70232	11656	81888
TDE Chhatarpur	38227	10514	48741
TDE Chhindwara	51557	13860	65417
TDE Dewas	25632	4651	30283
TDE Guna	29522	6772	36294
TDE Jagdalpur	33674	4713	38387

1	2	3	4
TDE Mahakaushal	53065	41607	94672
TDE Narsinghpur	35701	28010	63711
TDE Raigarh	75371	3584	78955
TDE Rajgarh	63075	10335	73410
TDE Rewa	30919	3180	34099
TDE Sagar	42908	11349	54257
TDE Satna	37777	3770	41547
TDE Shahdol	121854	5235	127089
TDE Shajapur	84208	19505	103713
TDE Shivpuri	25813	5470	31283
TDE Vidisha	31295	2286	33581
TDM Bilaspur	76369	22987	99356
TDM Dhar	35732	15674	51406
TDM Durg	56765	8534	65299
TDM Hoshangabad	116862	19098	135960
TDM Khandwa	136077	28924	165001
TDM Khargone	69633	7874	77507
TDM Mandsaur	90685	21447	112132
TDM Morena	27600	5733	33333
TDM Ratlam	83019	29466	112485
TDM Ujjain	52235	10957	63192
EE (C) Bhopal	56877	0	56877
EE (C) Indore	40989	0	40989
EE (C) Jabalpur-I	35120	0	35120
EE (C) Jabalpur-II	13525	0	13525
EE (C) Raipur	52597	0	52597
EE (E) Bhopal	55310	0	55310
EE (E) Jabalpur	52268	0	52268
EE (E) Raipur	12616	0	12616
C.O. Bhopal	289813	167931	457744
<b>Total</b>	<b>2657600</b>	<b>700000</b>	<b>3357600</b>

#### **Promotion of Workshop Employees of AAI in Delhi**

6270. SHRI VIRENDRA KUMAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the procedure of promotion of workshop employees of the Airports Authority of India in Delhi;

(b) whether the recommendations of the Ramlingam Committee have not been implemented in the case of workshop employees, R.C.D.U. employees; and

(c) if so, the details thereof and the reasons for such discrimination?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Common procedure for promotion of workshop employees of the Airports Authority of India has not been formulated. Both the Divisions are following their earlier procedures.

(b) No, Sir.

(c) Does not arise.

#### **Export of Steel**

6271. SHRI NARAYAN ATHAWALAY: Will the Minister of STEEL be pleased to state:

(a) whether attention of the Government have been drawn to the news item appeared in the 'Hindu' dated February 5, 1997 under the caption "Stock build-up in steel causes concern";

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

(c) details of stock piling as on December 31, 1996 and extent to which it is in excess; and

(d) details of steps taken/proposed to deal with the situation?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Yes, Sir.

(b) to (d) As on December 31, 1996 about 1.62 million tonnes of saleable steel stocks were held by the main producers as compared to 1.23 million tonnes held on December 31, 1995. Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) are two steel producing PSUs under the Ministry of Steel. SAIL has taken following steps to reduce the inventory:

— Adopting a market oriented sales strategy to counter the intense competition from indigenous producers and imports;

— Adopting commercial strategies and strategic pricing depending upon market segment, competition and quantity linked purchases;

— Participating in tenders floated by Government Departments, Public Sector, Projects and Private Sector to boost up sales and thereby reduce inventory;

— Orienting product-mix to suit market needs and adjusting production as per market requirements;

— Vigorous customer contact and follow-up of individual customer orders for affecting speedier delivery;

— Arranging stock transfer from one branch to another to meet requirements of various customers;

— Improving after sales service, expediting refunds and settlement of quality commercial complaints; and

— SAIL made efforts to increase exports and succeeded in exporting 4,89,000 tonnes of Mild Steel and 25,000 tonnes of Special Steel during 1996-97. SAIL is trying to export a higher tonnage during 1997-98.

The steps taken by RINL to reduce the inventory include efforts to improve sales, emphasis on export keeping in view the domestic market conditions, etc.

#### **Flight from Calicut, Mangalore to Delhi**

6272. SHRI T. GOVINDAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering to start flights from Calicut and Mangalore to Delhi to cater to the greder demands from the people of Malabar region in Kerala; and

(b) the time by which flights are likely to be operated?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Due to capacity constraints, Indian Airlines has at present no plans to start flights from Calicut and Mangalore to Delhi. Private operators are, however, being encouraged to add more stations to their networks.

#### **Electrification of Delhi-Amritsar Rail Route**

6273. SHRI VIJAY GOEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there was a proposal to fully electrify the Railway line between Delhi and Amritsar;

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

(c) the major constraints of slow progress in the implementation of the scheme; and

(d) the steps are being taken to ensure its early completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. There was no proposal to electrify Delhi-Amritsar railway line. However, Delhi-Ambala-Ludhiana section which is on Delhi-Amritsar route has already been electrified.

(b) to (d) Do not arise.

#### **Modernisation and Development of Railway Workshops**

6274. SHRI VIJAY SANKESHWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to modernise and develop the Railway workshops that comes under South Central Railway;

(b) if so, the details of those workshops and developmental schemes thereto and the amount earmarked for these schemes;

(c) whether necessary budgetary provisions have been made for the purpose;

(d) if so, the time by which the development and modernisation work is likely to be completed;

(e) whether the modernisation and development of these workshops are likely to be generated any employment; and

(f) if so, the details thereof?

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

(b) and (c):

(Rs. in crores)

Workshop	Modernisation/Development Schemes	Anticipated Cost	Outlay 1997-98
Hubli	(i) Conversion of workshop to BG for POH of carriages.	14.38	0.78
	(ii) Additional facilities to cater for carriage POH activities.	6.47	0.20
	(iii) Setting up of wagon manufacturing facilities.	15.00	0.50
Guntupalli	(i) Wagon workshop- Development facilities for maintenance of high capacity draft gear.	2.25	0.01

(d) These works are likely to be completed during IX. Plan.

(e) No, Sir. The facilities are planned to be manned by redeployment of existing staff.

(f) Does not arise.

#### **Air India's Flights**

6275. SHRI TARIT BARAN TOPDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) number and names of those countries where Air India's flights operate;

(b) out of those flights, the number of flights being operated from Calcutta;

(c) whether the Government propose to operate or to touch Air India's flights to Calcutta while operating the flights to Europe and other countries;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Air India is presently operating its services to U.A.E., Bahrain, Thailand, U.S.A. Tanzania, Saudi Arabia, Qatar, Germany, Switzerland, Hong Kong, Indonesia, Malaysia, Kuwait, U.K., U.S.S.R., Sultanate of Oman, Kenya, Japan, France, Italy, Singapore, Israel and Canada.



(b) Air India operates direct flights from Calcutta to Thailand and Japan.

(c) to (e) Air India provides connections over Mumbai for passengers from Calcutta to U.A.E., Bahrain, Thailand, U.S.A. Tanzania, Saudi Arabia, Qatar, Kuwait, U.K., Italy, Israel, Japan and Switzerland.

#### **Mining in Gujarat**

6276. SHRI N.J. RATHWA: Will the Minister of MINES be pleased to state:

(a) the places where mining works have been undertaken in Gujarat, specially in tribal and backward areas during the last three years, till date;

(b) the details of the achievements;

(c) whether technical assistance has been sought or proposed to be sought from some foreign institutions in the mining work in the State; and

(d) if so, the details thereof indicating the foreign companies have been sought for in the State?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) Information is being collected and will be laid on the Table of the House.

#### **Recommendation of Secretaries Panel of Media**

6277. SHRI SANDIPAN THORAT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a committee of secretaries recommended that media cross holdings be allowed between broadcast and newspaper companies as mentioned in the Business Standard dated February 22, 1997;

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

(c) whether final decision has been taken on the recommendations of the Secretaries Panel; and

(d) the present status of the recommendations made by the panel and the time by which the Government are likely to take a final view in the matter?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) to (d) Government intends to introduce a Broadcasting Bill in the current session of Parliament which, inter-alia, will address the issue of cross media holdings.

#### **Procurement of MARR System**

6278. SHRI K.P. NAIDU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether 6000 pieces of MARR system are being procured;

(b) whether suitability of the system for the country

has been examined; and

(c) the performance of the existing rural telephone network especially in Vizianagram in Andhra Pradesh?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The following quantities are being procured for 1997-98:-

2/15 UHF MARR System 1928 nos.

4/36 UHF MARR System 1492 nos.

(b) Yes, Sir.

(c) The performance of the rural telephone network in Vizianagram in Andhra Pradesh is satisfactory. All the rural exchange of Vizianagram are electronic and linked with group dialling. The fault rate of rural networks is around 11 per cent.

#### **Change in Name of Railway Station**

6279. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received some suggestions to change the name of Divanapur railway station (North East Railways) to "Sukhrum Dham"; and

(b) if so, 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 SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

#### **Signalling Project**

6280. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether India and Iran has signed a contract for \$ 25 million Ahwaj Bandar E. Imam Signalling project recently;

(b) if so, the details thereof;

(c) the time fixed for completion of the project;

(d) the mode of payment adopted for the project; and

(e) the details of projects completed by the Indian Railways in Iran so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir. Subsequently, section has been changed to Shahrud-Mashad Section.

(b) The work involves providing Advanced Signalling System like Centralised Traffic Control, Relay Interlocking, Wheel Detectors, Hot-Box Detectors etc. The work basically consists of — supply of materials and supervision of installations.

(c) For supply of materials, completion period is 18 months after opening of "Letter of Credit". For supervision of installation, only man month rates have been quoted.

(d) Iran will be paying back the amount in 10 Half-yearly equal instalments. However, Iran will open the "Letter of Credit" alongwith a Mobilisation Advance of 3.75 Million USD. Iran could not open the "Letter of Credit" so far apparently due to change in site of work.

(e) A Statement is attached.

#### **Statement**

1. Feasibility-cum-cost study of 325 km long railway line between Kerman and Snurgaz (1976).
2. Track Rehabilitation Study for 92 km long B.G. line from Zahedan to Rirjeveh (1976).
3. Track Rehabilitation Study for defining 10 years action plan for Iranian State Railways (1978).
4. Preliminary short term study for rehabilitation of rolling stock and rehabilitation/strengthening of track (1980).
5. Short term study for computerisation of freight train operations and inventory management (1983).
6. Detailed planning of signalling systems for proposed marshalling yard at Aprain (1988).
7. Environmental Impact Assessment Study for Transportation system for upcoming sugar mills in Khuzestan area in Iran (1993).
8. Techno-economic Feasibility Study for setting up of a new diesel locomotive workshop for intaking rebuilding and rehabilitation of diesel locos at Karadj. The study was conducted for Iranian Islamic Republic Railways (1993).
9. Service contract for Track Maintenance of Iranian State Railways (1978-79).

#### **Dumping of Steel Products**

6281. SHRI PARASRAM BHARDWAJ:

SHRI CHHITUBHAI GAMIT:

Will the Minister of STEEL be pleased to state:

(a) whether the attention of the Government have been drawn to the news item appearing in the 'Hindustan Times' dated February 10, 1997 that the steel industry has leged large scale dumping of steel products such as HR coils, tinplates and plates by several countries, CIS countries, particularly in India;

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

(c) the reaction of the Government thereto?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Yes, Sir.

(b) and (c) Provision exists in the Customs Tariff Act, 1975 and rules framed thereunder to investigate cases of dumping and levy an additional customs duty, if it is established that such dumping causes material injury to the domestic industry. A petition has been received on behalf of the domestic industry by the Designated Authority appointed under Customs Tariff Act, 1975 read with the rules made thereunder, alleging dumping of H.R. Coils/ Sheets/Plates/Strips imported from Russia. The application is under examination by the Designated Authority for initiation of investigation.

#### **Problems Faced By Kerala Railway Passengers**

6282. SHRI A. SAMPATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the problems are being faced by the Kerala Railway Passengers from Howrah during Summer vacation;

(b) if so, the the reasons for not providing any summer special train from Howrah to Trivandrum for the people of Kerala;

(c) whether such trains are proposed to be provided during the ensuing summer;

(d) if so, the details thereof;

(e) whether the Government are going to make announcement in this regard now; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Though no direct special train is run from Howrah to Kerala, a bi-weekly special between Howrah and Chennai and a daily special between Chennai and Quilon are being run. A close watch is being kept on rush of traffic from Howrah towards South including Kerala and if traffic justifies additional coach to existing trains is provided for Cochin and Trivandrum.

(c) to (f) No, Sir.

#### **Computerised Reservation Centre**

6283. SHRI ANIL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide Computer reservation centre at Serampore and Tarakeswar;

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

(c) if not, the reasons therefor;

(d) whether the Government are considering to construct a Rail Yatri Niwas at Tarakeswar for the benefit of the pilgrims;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

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

(b) Does not arise.

(c) The reservation workload is lesser than the criterion of reservation related transactions per day and does not at present justify the provision of computerised reservation facilities. However, the matter will be reviewed whenever the workload increase sufficiently.

(d) and (f) There is no plan for the present to construct Rail Yatri Niwas at Tarkeswar. The existing facilities at Tarakeswar and Howrah are adequate.

#### Introduction of Express Train from Barbil to Delhi

6284. SHRI MADHABA SARDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce any Express Train from the industrial town Barbil (Orissa) to Delhi;

(b) if so, the details thereof;

(c) whether there is any proposal for extension of service of Tata-Pathankot Express upto Barbil from Tata Nagar; and

(d) if so, the details thereof;

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

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

#### Direct International Cargo Flight

6285. SHRI DHARMA BIKSHAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the measures taken by the Government regarding the direct international cargo flights from Hyderabad to foreign countries; and

(b) the details of cold storage facility at Hyderabad Airport?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Under the 'Open Sky Policy' for cargo, airlines are free to operate freighter flights direct from Hyderabad to foreign stations. Indian Airlines are carrying international cargo on their international scheduled passengers flights from Hyderabad to foreign stations. Air India does not have dedicated cargo aircraft in its fleet.

(b) Cold Storage facilities are not available at Hyderabad Airport. Andhra Pradesh State Trading Corporation has plans to construct walk-in-cold storage at the complex maintained by them. AAI has also plans to construct a cargo complex with cold storage facilities at an estimated cost of Rs. 6.66 crores at Hyderabad airport.

#### Construction of Railway Gates on Delhi-Guwahati Route

6286. PROF. JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government have undertaken the construction of a number of Railway gates on Delhi-Guwahati Railway route in North Bengal to guard accident; and

(b) if so, the details of the scheme alongwith the names of the places?

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

(b) A Statement is attached.

#### Statement

(b) Number and details of level crossing gates are as under:-

Sl. No.	Level Crossing	Location	Between Stations
1.	367 SK	140/15	Sudani-Barsoi
2.	318 SK	89/6-7	Kisan Ganj - Hatwar
3.	311 SK	86/1-2	Kisan Ganj - Yard
4.	53 NC	51/0-1	Dulabari
5.	9 NC	10/1-2	Raninagar - Nijbari
6.	29 NC	32/4-5	Dumdange - Teen Mile Hat
7.	8 NC	9/10-11	Raninagar - Nijbari
8.	14 NN	30/3-4	Raninagar - Jalpaiguri
9.	15 NN	31/13-14	Raninagar - Jalpaiguri
10.	16 NN	32/6-7	Raninagar - Jalpaiguri
11.	43 NN	80/14-15	Salbari - Khirerkot
12.	44 NN	83/9-10	Khirerkot - Falakata
13.	64 NN	115/0-1	Ghoksadanga - Pundibari

#### Post Offices in Churu, Rajasthan

6287. SHRI NARENDRA BUDANIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the location-wise number of post offices, sub post offices, Branch Post offices in Churu Parliamentary constituency of Rajasthan Postal circle and the details thereof;

(b) the names of the places in regard to which requests have been received for setting up of post offices during the last three years and the places where the said post offices have been set up in compliance with those requests and the number of post offices yet to be set up;

(c) the number of such places in the said area which fulfil all the criteria for setting up of post offices and in spite of it post offices have not been set up; and

(d) the names of the places where post offices are proposed to be set up in this area during the current year?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The location-wise number of Post Offices, Sub Post Offices and Branch Post Offices in the Panchayat Samities in Churu Parliamentary Constituency of Rajasthan Postal Circle is given in the Statement-I

(b) The names of the places in regard to which

requests for setting up Post Offices were received during the last three years is given in the Statement-II attached herewith.

Only one Post Office at Gindi Patta Lohsana was opened during 1996-97. Post Offices are opened keeping in view the need/requests subject to norm-based justification and availability of resources.

(c) and (d) Opening of Post Offices at Shela, Charanwasi, Gupalpuria, Deepasar and Jinrasar has been found justified on the basis of the norms but the opening is subject to availability of resources.

#### Statement-I

*Details of Panchayat Samiti-wise number of Post Offices, Sub Post Offices and Branch Post Offices in Churu Parliamentary Constituency of Rajasthan.*

Sl. No.	Name of Panchayat Samiti in Churu Constituency	No. of Head Post Offices	Nos. of Sub Post Offices	Nos. of Extra Sub Post Offices	Departmental Branch Post Offices
1.	Churu	01	09	-	43
2.	Rajgarh	-	08	-	66
3.	Ratangarh	01	07	01	52
4.	Sardarshahr	-	06	-	43
5.	Sridunagar Garh	-	05	-	43
6.	Sujangarh	-	11	02	47
7.	Taranagar	-	03	-	38
Total		02	49	03	332

#### Statement-II

*Names of places for which requests were received for opening of Post Offices during last three years.*

1994		1995		1996	
1		2		3	
1.	Malasar	1.	Bhamisar-Tejsingh Rotan	1.	Bukunsar-Chhota
2.	Keekasar	2.	Sikiali	2.	Ratangarh I.A.
3.	Bejasar	3.	Sheopura	3.	Sulkhania
4.	Hariasar Ghar Sotan	4.	Khudi	4.	Maharavansar
5.	Delman	5.	Sulkhania	5.	Sitsar
6.	Sukansar Chhota	6.	Sarargsar	6.	Khudera-Chhota
7.	Jeewan Desar			7.	Sehla
8.	Nihasar			8.	Deepsar
9.	Dharmas			9.	Charanvasi

1	2	3
10. Lunas		10. Balrampura
11. Sangasar		11. Lachharsar
12. Sitasar		12. Dalman
13. Sikarali		13. Jasrasar
14. Malasi		14. Kashba-Chhaoar NDSO
15. Ghantiyalbari		15. Ghasla-Authana
16. Guda Bari		16. Jetasar
17. Randhisar		17. Dhodhalla
18. Bhanisaria		18. Zinarasar
19. Lalsar Bnirotan		19. Gopalpuria
20. Ribiya		
21. Batrasar Authana		
22. Dhadhriay		
23. Jegania-Biken		
24. Tolyasar		
25. Khariya		
26. Sohla		
27. Gharsisar		
28. Bolanga		
29. Dungrasr-Athoona		
30. Kheenwansar		
31. Kharathwaisa		
32. Kalera KI D-hani		
33. Bagsara-East		
34. Kharia-Dara		
35. Parawa		
36. Dhani Kuniharonki		
37. Jaitasar		
38. Dungras-Agoona		
39. Ghumanda		
40. Katarbari		

#### Upgradation of Barhwahdih Middle School

6288. SHRI LALIT ORAON: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway employees and villagers of the areas have requested the Union Government to upgrade the Barhwahdih Middle School upto high School under Dhanbad Division (South Eastern Railways);

(b) whether it is a fact that the Government of Bihar had recognised the upgradation of the above School;

(c) if so, the reaction of the Railway Board thereon; and

(d) the reasons for not upgrading the above school?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir.

(c) and (d) A non-Railway High School is already functioning at Barhwahdih which comes under Dhanbad Division of Eastern Railway. A proposal for upgradation of Railway Middle School at Barhwahdih, upto 10th standard was received from Eastern Railway. In view of the adequate educational facilities available at Barhwahdih, the proposal to upgrade this Railway Middle School to High School has not been found justified.

**Railway Gates between Rangiya and Guwahati**

6289. DR. PRABIN CHANDRA SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that two Railway gates between Rangiya and Guwahati in Assam create bottleneck on road transport that leads to great inconvenience to road users; and

(b) if so, the steps being taken to build over-bridges at these Railway gates?

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

(b) Road Over Bridges at both the places have been approved in Railway Budget 1996-97. Required formalities are being fulfilled with State Govt.

**Wagon Induction Programme**

6290. SHRI NAMDEO DIWATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have initiated follow up action on its decision for wagon induction programme, synchronisation of plan with the ministries of coal, steel and industries;

(b) if so, the details of action plan formulated for 1997-98 for implementation of the decision; and

(c) the details regarding present status of implementation of the decision and progress achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The target for freight traffic planned to be lifted in a year is decided in consultation with the various User Ministries e.g. Coal, Steel, Industries, Petroleum etc. The number of wagons proposed to be inducted in the system in a year depends upon the likely transport output, wagon utilisation, etc.

(b) and (c) It has been planned to induct 26,000 wagons (in four wheeler units) in 1997-98. Action has already been initiated in this regard.

**Criteria for Laying New Railway Lines**

6291. SHRI YELLAIAH NANDI: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria adopted and followed for laying new railway lines in the country;

(b) whether remunerative aspect is taken as a criteria for laying new railway lines;

(c) if so, the number of such new lines have become remunerative during each of the last three years, Zone/State-wise; and

(d) the steps contemplating by the Government in respect of non remunerative railway lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The criteria for construction of new lines being followed on the railways is based on the recommendations of the National Transport Policy Committee, dated May, 1990, which had laid down the following criteria for taking up construction of new lines:

1. Project oriented lines to serve new industries for tapping mineral and other resources.
2. Missing links for complete alternative routes to relieve congestion on existing saturated routes.
3. Lines required for strategic reasons; and
4. Lines for establishment of new growth centers or giving access to remote areas.

Further, remunerative aspect is also taken into consideration while laying new railway lines.

(b) Yes, Sir. This is one of the criteria.

(c) Only one project i.e. Haridaspur-Paradip on South Eastern Railway in Orissa.

(d) Some non-remunerative railway lines are also taken up in the interest of the development of backward areas.

**Shortage of Coaches**

6292. SHRI KODIKUNNIL SURESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is acute shortage of coaches in all the trains running on Quilon-Madras meter-gauge line in Madurai Division;

(b) if so, the reasons therefor;

(c) whether the Government have provided more coaches for shuttle and superfast trains on Quilon-Madras metergauge line; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. All the trains are running as per their normal scheduled composition.

(b) Does not arise.

(c) and (d) No, Sir. However, for clearance of extra rush, additional coaches are attached as and when required.

**Postal Facilities in Village Panchayat, Bihar**

6293. SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of village Panchayats in Bihar where post offices facilities are available, district-wise;

(b) the time limit fixed for making available such facilities in each village Panchayat;

(c) the number of such post offices in village Panchayats wherein telegraph facility is available and the details of scheme for extending this facility; and

(d) the district-wise details of schemes for making available speed-post services in the major cities of the State alongwith details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of village panchayats in Bihar where Post Offices facilities are available, is 8254. The details of number of village panchayats with post offices district-wise is shown in Statement-I

(b) There is a target of 40 Extra Departmental Branch Post Offices and 5 Departmental Sub Post Offices for the year 1997-98 which are likely to be opened during the current year. Post Offices are opened progressively under Annual Plans on norm based justification subject to availability of targets and resources.

(c) The number of post offices in Village Panchayats wherein telegraph facility is available, is 3394.

The scheme for extending this Telegraph Facility is based on demand and justification of volume of total telegraph traffic of that station.

(d) The places where speed-post facility is available, in Bihar are given at in the enclosed Statement-II

Introduction of Speed Post facility is an ongoing process and it is provided on the basis of commercial viability and operational feasibility of the service at a particular place. At present there is no pending scheme to extend Speed Post service to more places in Bihar.

#### Statement-I

*Details of number of village Panchayats with Post Offices, District-wise in Bihar.*

Sl. No.	Name of Districts	Number of Village Panchayats
1	2	3
1.	Saran	287
2.	Vaishali	153
3.	Bhojpur	205
4.	Buxar	131
5.	Gaya	190
6.	Nawada	122
7.	Jahanabad	116
8.	Nalanda	227

1	2	3
9.	Bhagalpur	184
10.	Banka	106
11.	Patna	241
12.	Begusarai	204
13.	Khagaria	112
14.	Darbhanga	252
15.	East Champaran	286
16.	West Champaran	265
17.	Madhubani	306
18.	Munger	80
19.	Lakhisarai	72
20.	Sheikhpura	33
21.	Jamui	108
22.	Mazaffarpur	281
23.	Araria	154
24.	Katihar	173
25.	Kishanganj	85
26.	Purnia	170
27.	Saharsa	145
28.	Madhepura	160
29.	Supaul	149
30.	Siwan	237
31.	Gopalganj	170
32.	Sitamarhi	238
33.	Sheohar	12
34.	Samastipur	281
35.	Dumka	122
36.	Pakur	46
37.	B. Deoghar	66
38.	Godda	93
39.	Sahibganj	93
40.	Aurangabad	170
41.	Palamau	102
42.	Garhwa	22
43.	Hazaribagh	154

1	2	3
44.	Koderma	51
45.	Chatra	76
46.	Giridih	174
47.	West Singhbhum	174
48.	East Singhbhum	110
49.	Ranchi	251
50.	Gumla	168
51.	Lohardaga	61
52.	Dhanbad	69
53.	Bokaro	93
54.	Rohtas	159
55.	Babhua	65
Total		8254

**Statement-II***Speed Post Centres on National Network*

- (i) Patna
- (ii) Ranchi
- (iii) Jamshedpur
- (iv) Dhanbad

*Speed Post Centres on point to point service*

Sl. No.	Name of Centres	Linked to Cities	Vice Versa of Single
1	2	3	4
1.	Patna	Darbhanga	Vice Versa
2.	-do-	Katihar	-do-
3.	-do-	Begusarai	-do-
4.	-do-	Motihari	-do-
5.	-do-	Purnea	-do-
6.	-do-	Bettiah	-do-
7.	-do-	Munger	-do-
8.	-do-	Giridih	-do-
9.	-do-	B.S. City	-do-
10.	-do-	Gaya	-do-
11.	-do-	Siwan	-do-

1	2	3	4
12.	-do-	Bhagalpur	-do-
13.	-do-	Muzaffarpur	-do-
14.	Giridih	Calcutta	-do-
15.	B.S. City	Calcutta	-do-
16.	B.S. City	Dhanbad	-do-
17.	-do-	Ranchi	-do-
18.	Patna	Arah	-do-
19.	Patna	Jahanabad	-do-

**Linking of Srinagar with Rail**

6294. SHRI A.G.S. RAM BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to link Srinagar in the railway map;

(b) if so details and the present status of the said project; and

(c) the estimated number of tunnels and bridges to pass through in it?

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

(b) Udhampur-Srinagar-Baramula new line project (290 kms.) has been sanctioned in 1994-95 at an estimated cost of Rs. 1900.00 crores. CCEA had accorded its 'in principle' approval for implementation of this project in phases. The work of first phase between Udhampur and Katra has been taken up for which Rs. 75.00 crores have been allocated during 1997-98. Final Location Survey from Katra to Baramula has been taken up by the Railway.

(c) About 81 Nos. of tunnels and 223 Nos. of bridges.

**Loss Suffered by the Telecom Department**

6295. SHRI THAWAR CHAND GEHLOT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the extent of loss suffered by communication department due to the theft of cable and other departments equipment during 1994-95, 1995-96 and 1996-97 and till date;

(b) the number of reports of theft lodged by the department in this regard during the said period; and

(c) the steps being taken by the department to check such incidents?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) The information is being collected and will laid on the Table of the House.



**Speed Post Service In Gujarat**

6296. SHRI MAHESH KUMAR M. KANODIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the district headquarters in Gujarat where speed post service is still not available and the reasons therefor; and

(b) the time by which all the district headquarters are likely to be covered under this network?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) District Headquarters in Gujarat where Speed Post service is still not available:-

(1) Himatnagar, (2) Mehsana, (3) Palanpur, (4) Surendranagar, (5) Amreli, (6) Jamnagar, (7) Junagadh (8) Kheda, (9) Bharuch, (10) Valsad, (11) Ahwa (Dang), (12) Godhra, (13) Bhavnagar, (14) Bhuj.

Provision of Speed Post facility is an on-going process and is provided on the basis of commercial viability and operational feasibility of the service at a particular place. Provision of Speed Post facility at the above mentioned places is at present not justified.

(b) In view of reply at (a) above, does not arise.

**Shortage of Coaches and Wagons**

6297. SHRI JAI PRAKASH AGARWAL:

DR. RAMVILAS VEDANTI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is acute shortage of passenger coaches and wagons in the country and old Coaches are in the use;

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

(c) the steps being taken/proposed to be taken by the Government in this regard;

(d) whether transportation of foodgrains to Uttar Pradesh has affected badly due shortage of wagons;

(e) if so, the steps taken/proposed to be taken by the Government to solve this problem;

(f) whether the Government propose to set up any third coach manufacturing factory; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) For running scheduled train services, there is no shortage of coaches. However taking into account the component of overaged coaches in the total fleet, there is shortage of GSs and SLRs. Besides, for running additional trains and special trains there is shortage. There is no shortage of wagons. However, some phase difference between placement of demands and supply is inescapable.

(c) More GSs and SLRs are proposed to be procured in 1997-98.

(d) No, Sir.

(e) Does not arise.

(f) No, Sir.

(g) The present manufacturing capacity in the country is considered adequate to meet current requirements.

[Translation]

**Recruitment of Trainees Pilots**

6298. SHRI FAGGAN SINGH KULESTE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for adopting different criteria for the recruitment of trainees pilots in Air India and Indian Airlines;

(b) whether the qualification of commercial Pilot licence is essential for trainees pilots in Indian Airlines while in Air India other than commercial Pilot licence the experience of Multi Engine is required whereas the Government provide scholarship only upto commercial pilot licence and not for multi engine; and

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

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) The criteria for pilot induction vary from airline to airline, depending upon the type of aircraft in the fleet and operational route structure.

While in Indian Airlines Commercial Pilot's Licence (CPL) is essential for trainee pilots, in Air India the criterion for trainee pilots has been kept as CPL with Multi Engine Endorsement, in view of the big jet aircraft in the fleet and the high density international routes on which Air India operates.

**Target of Telephone Line In Gujarat**

6299. SHRI JAYSINH CHAUHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the target fixed for laying of telephone lines in Gujarat during the current year;

(b) the number of lines laid till date;

(c) the number of circles running behind the target;

(d) the reasons therefor; and

(e) the steps taken by the Government to achieve the annual target?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The target for new telephone connections in Gujarat during 1997-98 is 208000 lines.

(b) As on 30.4.97, 5880 new connections were provided.

(c) and (d) The circle wise targets for telephone lines are not fixed month-wise. The targets have been fixed for the complete financial year 1997-98.

(e) Necessary materials and other equipments are being made available to achieve the annual target.

[English]

#### **Restoration of Pension**

6300. SHRI AJAY CHAKRABORTY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have studied the Supreme Court judgement dated December 15, 1995 regarding restoration of 1/3 commuted portion of the pension in the case of those Central Government employees who had opted for lump sum payment of admissible pro-rata pension at the time of their absorption in Public Sector Undertakings;

(b) if so, the decision taken in the matter;

(c) the particulars of the applications received in this regard from the retired officers of the then Delhi Telephones District by the Chief General Manager, MTNL, Delhi Telephones, New Delhi; and

(d) the time likely to be taken by the authorities concerned to dispose them off and sanction the restoration of the pension to these aged pensioners?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The Supreme Court Judgement dated 15.12.1995 has been circulated to All Heads of Telecom Circles, for strict compliance of the Judgement.

(c) Two.

(d) The cases received are being settled, in pursuance of Department of Pension and P. W. guidelines.

#### **Complaints Against Products of Bokaro Steel Plant**

6301. PROF. RITA VERMA: Will the Minister of STEEL be pleased to state:

(a) the number of complaints made by the customers regarding the quality of various products of Bokaro Steel Plant (BSP) during the last three years;

(b) the names of products about which maximum number of complaints have been received;

(c) whether deductions were made in the bills of those customers as a reason of poor quality of product;

(d) if so, the details thereof; and

(e) the steps taken for improvement in the quality of each product?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (e)

The information is being collected and will be laid on the Table of the Lok Sabha.

#### **Passenger Service Fee Hike at Bangalore Airport**

6302. SHRI S.D.N.R. WADIYAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the passenger services fee has been hiked in Bangalore Airport from January 7, 1997;

(b) if so, the reasons therefor;

(c) the additional passengers facilities provided there consequent upon the above hike;

(d) the present passenger services fee; and

(e) the average amount collected every day?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Passenger Service Fee (PSF) has been increased to Rs. 125/- per domestic passenger at all airports in the country and is not limited to bangalore airport only. This amount would be used to meet the expenditure on providing passengers amenities as well as airport security.

(c) Improvement of passenger amenities is a continuous process and it is not possible to indicate the additional facilities provided with the increased amount. At Bangalore airport, domestic departure terminal has been completed and an integrated terminal block is under construction for providing improved passenger facilities.

(d) The present passenger service fee is Rs. 125/- per embarking domestic passenger.

(e) The average amount collected every day by way of PSF at Bangalore Airport is Rs. 2.98 lakhs (approx.).

#### **International Standard of Navigation and Communication**

6303. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the international standard of Navigation and Communication; and

(b) the reasons for not implementing it?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) The International Civil Aviation Organisation has formulated standards and recommended practices for various ground-based, navigational and communication systems. These standards are applicable globally. The Airports Authority of India has taken action to comply with these standards. The ground-based navigational and communication systems and ATC procedures adhere to recommended standards. The performance of ground-based systems is regularly monitored by dedicated and suitably equipped aircraft, to ensure performance level within the stipulated standards. The Government is committed to provision of CNS facilities fully meeting the international standards.

### Upgrade of Passengers to Higher Class

6304. SHRI V. PRADEEP DEV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the authority in Air India which is authorised to upgrade passengers to the higher class than the class for which they have paid the fare;

(b) the criteria followed for such upgradation and whether any record of such upgradation is maintained;

(c) the number of cases of upgradation authorised during the last three years;

(d) whether it is a fact that the list of these upgradations with the names has not been provided to the Board during the last three years;

(e) if so, the reasons therefor; and

(f) the total quantum/rupee value of these upgraded tickets due to the actual difference in fare paid and the actual fare of the class by which these passengers travelled?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Regional Heads, on line Managers of Stations, Commercial Managers of Delhi and Mumbai Airports, Deputy Commercial Manager, Tourism, Air India are authorised to upgrade passengers to higher class. Upgradation are generally authorised for commercial reasons.

Records of upgradation are maintained by the concerned stations/regions.

(c) The information regarding total number of cases upgraded during the last three years is not readily available.

(d) and (e) The list of upgradations is not required to be submitted to the Board of Air India.

(f) No loss of revenue is suffered as upgradation is done on seat availabilities basis and no revenue passengers are displaced.

### Expansion/Modernisation Exchanges in Kerala

6305. SHRI RAMESH CHENNITHALA:

SHRI P.C. THOMAS:

PROF. P.J. KURIEN:

SHRI MULLAPPALLY RAMACHANDRAN:

SHRI N.N. KRISHNADAS

SHRI S. AJAY KUMAR:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up telephone exchanges in Kerala;

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

(c) whether some exchanges in the State are also proposed to be expanded/modernised; and

(d) if so, the details thereof, location-wise alongwith the investments proposed to be made therefor during 1997-98?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) to (d) The names of places where Telephone Exchange are to be set up and name of places where Exchanges are to be expanded/modernised during 1997-98 in Kerala are not yet decided. The investment proposed to be made is also not yet decided.

### Vacancies Reserved for SC Community

6306. DR. BALIRAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether his Ministry maintains 40 point Roster for filling up of reserved vacancies for (i) ad-hoc appointment in Junior Administrative Grade; (ii) regular appointment in Senior Time Scale and non-functional selection Grade; and (iii) confirmation in Junior Time Scale during the period from 12.9.68 to 31.3.88 in different branches of Department of Telecommunications; and

(b) if not, the steps the Government propose to take to implement the Reservation Policy in Group 'A'?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) The requisite information is being collected and will be laid on the Table of the House.

### Reservation Facilities at Delhi

6307. SHRI RAMASHRAYA PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in Delhi, each reservation counter has facility to provide to and fro ticket;

(b) if so, the details thereof;

(c) whether the Government are considering to change the rule "one man one requisition form" to "one man two requisition forms" at every reservation counter;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The facility of making outward as well as return journey reservations is available at Delhi for all trains originating

from the stations linked to the main reservation system at Delhi. Due to certain limitations in the telecommunication links, it has been possible at present to provide only limited connectivity at a few terminals linked with the Madras, Calcutta, Mumbai and Secunderabad Systems at Delhi.

(c) to (e) At present, one person is entitled to submit only one requisition except in a case where the same person is making reservation for going to and coming from the same destination, lying within the Northern Railway PRS System.

#### **Subsidy on Railways**

6308. SHRI K. PARASURAMAN: Will the minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government have been providing subsidy for Railways in the country;

(b) the total amount of subsidy provided by the Government for Railways for providing transportation facilities in the four metropolitan cities for the last three years;

(c) whether the Government have any proposal to reduce or withdraw the subsidy; and

(d) if so, the reasons therefor?

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

(b) The subsidy from General Revenues towards Dividend relief and other concessions for railways, during the last three years, has been as follows:

1994-95	Rs. 419.73 Crores
1995-96	Rs. 388.07 Crores
1996-97 (RE)	Rs. 465.71 Crores

However, there is no system of keeping of accounts of subsidy separately for any of the cities including metropolitan cities.

(c) No, Sir.

(d) Does not arise.

#### **Filling up of GCS Posts**

6309. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the process of filling up of GCS posts by promotion of Section Officers in his Ministry is violative of Article 16 of Constitution violating the principle of equality of opportunity;

(b) the graduate Section Officers who have never been on deputation are available with 10-16 years service in the grade but the favourite ones jumping from one

deputation to another are selected to stage a comeback;

(c) the steps proposed to be taken to ensure that the condition of 'Cooling-off period' is not relaxed and those officers who are likely to stay for three years are selected instead of those who are waiting for cadre promotion earlier than that; and

(d) the manner in which those whose juniors as Section Officers got GCS promotion are proposed to be compensated?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) GCS posts in the Ministry of Communications are not filled by promotion of Section Officers; they are filled in accordance with the Recruitment Rules by notifying the vacancies among all categories of officers eligible to apply for the posts and basing the selection on merit.

(c) The 'cooling-off period' prescribed under the Rules is generally adhered to in making selection to GCS posts. As indicated above, GCS posts are not filled up from one group of officers only.

(d) As the GCS post cannot be filled up exclusively from the cadre of Section Officers, the question of granting compensation to the senior Section Officers, who have not been selected against GCS post, does not arise.

#### **Growth of Air Travel**

6310. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether air travel continue to grow @4.9% over the next 20 years;

(b) if so, whether Asia-Pacific will outpace all other areas in the world in traffic growth with annual and projected travel of 6.6%;

(c) whether a recent report submitted by the Sub-Committee to study the options for Air India have favoured the twin jet air bus 330 in preference to boeing 777 or Modonnel Doubles II or even Airbus 340;

(d) if so, whether the Committee also reported that Air India would not be able to fill more than 50% of the 30 additional seats being offered by Boeing 777 version;

(e) whether India's projection is that air traffic is likely to be 5.6% in the next 20 years; and

(f) if so, what are the steps taken to improve the air traffic growth during 1997-98 and whether all facilities have been made available to meet the rush of air traffic growth?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) According to the forecast prepared by the International Civil Aviation Organisation, the total

world airline scheduled passenger traffic in terms of passenger kilometres is expected to grow at an average annual rate of 5.5 percent over the period 1995 to 2005, as compared to 5 per cent annum over the period 1985-1995. The fastest growing regions projected are Transpacific and Europe Asia/Pacific.

(c) and (d) Air India have not so far taken a final decision regarding acquisition of Medium Capacity Long Range aircraft.

(e) and (f) The average annual growth rate of passenger traffic to/from India is expected to be around 7% during the Ninth Plan Period. To meet the growth, Air India is taking steps to augment its capacity.

#### **Renovation of Residence of CMD-TRAI**

6311. PROF. AJIT KUMAR MEHTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether an amount of Rs. 9 lakh was spent by MTNL on the renovation of the official residence of the former Chairman-cum-Managing Director on his appointment as member of the Telecom Regulatory Authority of India;

(b) if so, the reasons for lavish spending on the renovation of his official residence;

(c) whether any limit for the renovation has been fixed; and

(d) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. However an amount of approximately Rs. 9 lakhs has been spent during the last two years on the repairs and replacements in the official residence of CMD, MTNL.

(b) The expenditure has been incurred only on the essential repairs and the replacements in the official residence of the former CMD, MTNL which is located in a VIP area.

(c) No, Sir.

(d) Question does not arise in view of (c) above.

#### **Konkan Railway Project**

6312. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any new technical problem has come up in the Konkan railway project;

(b) if so, the details thereof;

(c) whether it is likely to further delay the project; and

(d) if so, the latest position of the work and the likely date of commissioning?

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

(b) and (c) Do not arise.

(d) Physical progress of the Konkan Railway Project at the end of April, 1997 is 98.5%. 464 kms out of 760 kms (364 kms between Roha and Sawantwadi on the North side and 100 kms between Mangalore and Kundapura on the South side) has already been opened for passenger traffic. A stretch of 185 kms between Kundapura and Canacona on the South side is completed in all respects and offered to Commissioner of Railway Safety's inspection and will be commissioned during May, 1997.

Commissioning of the balance portion of the line is expected to be by July, 1997.

#### **Citizen Band Radio Frequencies**

6313. SHRI HARIN PATHAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the frequencies on the Citizen Band Radio available under the MPs Local Area Development Scheme;

(b) the manner in which it is likely to operate; and

(c) the manner this scheme can be implemented by the Members of Parliament in order to make wireless more popular and useful in schools, colleges and rural areas?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Forty frequency channels (Statement enclosed) have been earmarked for Citizen Band Radio applications, including the MPs Local Area Development Scheme.

(b) On receipt of application for grant of licence for Citizen Band Radio, appropriate frequencies are assigned out of channel frequencies earmarked for different purposes.

(c) Under the MPLAD scheme, implemented by the Department of Programme Implementation, the project titled "Citizen Band Radio", providing necessary details, has been formulated by the Department of Electronics, for promotion and popularisation of usage of Citizen band Radio in Schools, Colleges and rural areas.

**Statement***List of utilisation of the Frequency Band 26957-27283 kHz (Citizen Band-CB) for communication in Urban as well as Rural Areas*

A plan for allocation of Citizen Band channels for different communication needs, is drawn up for anticipated expansion of CB Radio in India. In such a Plan, special provision has been made for communication needs in rural areas, emergency services etc.

The following channeling plan having forty communication channels, with a bandwidth of 6 kHz per channel and 8 kHz adjacent channel spacing has been drawn up for the frequency band 26957 - 27283 kHz:

Ch. No.	Freq. (kHz)	Ch. No.	Freq. (kHz)	Ch. No.	Freq. (kHz)	Ch. No.	Freq. (kHz)
1.	26964.0	11.	27044.0	21.	27124.0	31.	27204.0
2.	26972.0	12.	27052.0	22.	27132.0	32.	27212.0
3.	26980.0	13.	27060.0	23.	27140.0	33.	27220.0
4.	26988.0	14.	27068.0	24.	27148.0	34.	27228.0
5.	26996.0	15.	27076.0	25.	27156.0	35.	27236.0
6.	27004.0	16.	27084.0	26.	27164.0	36.	27244.0
7.	27012.0	17.	27092.0	27.	27172.0	37.	27252.0
8.	27020.0	18.	27100.0	28.	27180.0	38.	27260.0
9.	27028.0	19.	27108.0	29.	27188.0	39.	27268.0
10.	27036.0	20.	27116.0	30.	27196.0	40.	27276.0

*Earmarking of CB communication channels for different purposes*

S.No.	Ch. Nos.	Type of Purposes	Emission/Power
(i)	1,2,10,21	Personal communication relating to hobbies	6K00A3E/100mw
(ii)	38	Radio controlled toys	2K00P2/10 mw
(iii)	6,20,24,25,34	Aeromodelling	2K00A2A/1 W
(iv)	23,31	Mountaineering	6K00A3E/500mw
(v)	33,36	Radio communication relating to Sports events	6K00A3E/1 W
(vi)	7,9,27,32	Communication requirement in rural areas	6K00A3E/5 W
(vii)		Communication relating to road accidents/emergencies	6K00A3E/500mw
	11	(a) contacting Police	-do-
	12	(b) contacting hospital/ambulance	-do-
(viii)	3,35	communication needs on highways	-do-
(ix)	17, 18	communication requirements of wildlife/forest conservation	-do-
(x)	13, 14	life saving communication in coastal water/rivers/lakes	-do-
(xi)	15,16	Natural disaster relief	-do-
(xii)	8,19	For special radio controlled devices (garage door openers, safety alarms etc.)	-do-
(xiii)	4,5,22,26, 28,29,30,37,39,40	Channels for future requirements	

**Kelkar Committee**

6314. SHRI MADHAVRAO SCINDIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Kelkar Committee has proposed a multi pronged two phase strategy to help the Indian Airlines, which has negative worth of around (-) Rs. 43 crores turn around to show a net profit of Rs. 300 crore in 1999-2000 (against a net loss of Rs. 134 crore in 1995-96);

(b) The steps were proposed to be taken by the Committee in the two contemplated phases (i) 1996-97 to 1998-99 and (ii) 1999-2000 to 2002-2003 and the goals which are likely to be achieved in each phase; and

(c) the decision taken by the Government thereon and the steps taken in the light thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) The Kelkar Committee has recommended a capital injection of Rs. 922 crores in the first phase by way of Compensation for grounding of A-320 aircraft, Subordinated Loan, Equity Injection, Indian Airlines Employees Stock Option, Indian Airlines Contribution and ATF price differential.

In the second phases, Indian Airlines would be in a position to make initial public offering in 1999-2000, mobilising about Rs. 760 crores from the market.

The Kelkar Committee concluded that if the capital injection mentioned above takes place, the return to Government on its contribution in the year 1999-2000 would be in the region of 48% after initial public offering. Thus this would be a good investment for Government to make by market standards.

Since the recommendations of this Committee involves a large amount of financial implications, the matter has been taken up with the Ministry of Finance and Planning Commission.

**Sail's Products Gone on Credits**

6315. SHRI DILEEP SANGHANI: Will the Minister of STEEL be pleased to state:

(a) whether Steel Authority of India Ltd., a Public Sector Undertaking is giving credits for sale of their products like Hot Rolled Coils/Plates/Sheets and the total debtors outstanding is more than 1000 crores which may become bad in course of time;

(b) if so, the amount which is overdue against credits given by Steel Authority of India and who are those parties from whom overdue is there and the action being taken to collect these overdues; and

(c) the precaution being taken by the Company for future in this regard?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) While in keeping with the prevalent commercial practices, also adopted by its competitors, SAIL extends credit for sale of its products in specific cases based on certain parameters of its marketing policy, it is not correct that the total debtors' outstanding which may become bad in the course of time is more than Rs. 1000 crores.

Credit is monitored by Field Offices as well as at the headquarter level. Wherever there is delay, SAIL recovers the amount alongwith the applicable interest.

Giving details of parties and overdue credits against them would not be in the best commercial interests of SAIL.

**Steep Rise in Outbound Travel**

6316. SHRI T. GOPAL KRISHNA: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that the Government expect a steep rise in outbound travel;

(b) if so, the expected benefits which the Government expect to derive from this outbound travel;

(c) the details of facilities proposed to be introduced by the Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) Due to economic liberalisation and growing affluence of people an accelerated growth in outbound traffic is expected. Increased Indian business abroad, better world understanding and improved aireservices to India are the likely positive impacts of the phenomenon. There are no proposals at present to introduce separate facilities exclusively for Indian outbound travellers.

**Haj Pilgrims**

6317. KUMARI SUSHILA TIRIYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India flight operations have got severely disrupted with national carrier committing to transport Haj pilgrims spread over two months; and

(b) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Air India had to cancel/reduce its frequency of services to stations in Europe, London, Toronto, Hong Kong and Osaka due to deployment of 5 of its own B747-200 aircraft for Haj movement, 1997. This became necessary, as the private aircraft which were available for charter hire were found to be unsuitable.

**Multi Media Service**

6318. SHRI JAGAT VIR SINGH DRONA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to start "multi media service" between Lucknow and Kanpur;

- (b) if so, the details thereof; and
- (c) the reaction of the people thereto?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) Multimedia service was launched in Lucknow and Kanpur on 15.01.97. In addition Multimedia Communication Centres (MCCs) were also set up at both the stations.

Since then a few multimedia connections have been provided.

And MCCs have been used to demonstrate the working of multimedia service to public.

#### **Alleged Scandal at Doordarshan Kendra, Guwahati**

6319. SHRI AJMEERA CHANDULAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any alleged malpractices and foul play in Rs. two crore scandal involving officials of Doordarshan Kendra, Guwahati have been reported;

(b) if so, the details thereof; and

(c) the action taken or proposed to be taken against the guilty officials?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) to (c) During a Press Conference called by some artists including film directors and producers, certain newspapers carried some allegations of malpractices against Doordarshan officials in regard to allotment of Doordarshan Commissioned Programmes to commemorate 50th anniversary of India's independence.

The process of selection of producers for allotment of commissioned programmes at Guwahati Kendra has been challenged in Guwahati High Court where the matter is currently sub-judice.

#### **Wet Lease Agreement with 'Caribjet'**

6320. SHRI G.A. CHARAN REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India terminated the wet lease agreement with Caribjet in September, 1996 and lodged a claim of 24 million US dollars with the latter:

(b) if so, the reasons for terminating the agreement;

(c) whether his Ministry was also informed of the decision;

(d) whether Air India has received the claim; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Yes, Sir. Air India terminated the wet lease agreement with Caribjet on grounds of technical

lapses and non-fulfilment of various DGCA norms. Air India has lodged a claim of 85 million US dollars.

(c) Yes, Sir.

(d) No, Sir.

(e) Does not arise.

#### **Mining Operations in Western Ghats**

6321. SHRI S. BANGARAPPA: Will the Minister of MINES be pleased to state:

(a) whether the Government had a proposal to allow multinationals and Indian companies to conduct mining operations in the Western Ghat areas;

(b) if so, the reasons therefor;

(c) whether Sagar, Soraba and Shimoga taluks would be adversely affected if the mining operations are allowed by the Government in Western Ghats; and

(d) if so, the details in this regard?

THE MINISTER OF STEEL AND MINER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) As per the information available, the State Government of Karnataka has received applications for prospecting/mining leases for gold etc. from foreign and domestic companies, including public sector undertakings. The State Government has constituted a Committee under the Chairmanship of Secretary to Govt., Commerce and Industries Department for evolving policy guidelines in this regard. The State Government has not so far granted permission to any of these companies for prospecting/mining activities in Western Ghat region of Karnataka, as per information available. The national Mineral Policy, 1993 envisages induction of foreign technology and foreign participation in exploration and mining for high value and scarce minerals. The grant of mineral concessions can be made only as per provisions of the Mines and Minerals (Regulation and Development) Act, 1957 and subject to necessary forest and environmental clearances under the relevant statutory provisions of the Forests (Conservation) Act, 1980 and the relevant environmental laws.

#### **Tax Payment by Private Airlines**

6322. DR. HARI SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the owners of private air lines companies are not paying the tax to the Government charged from the passengers;

(b) if so, the losses suffered by the Government on account of it;

(c) whether as a result thereof a ban was imposed recently on some flights operated by these airlines/companies; and

(d) if so, the steps taken by the Government to recover the tax charged from the passengers in time from



the operators of private airlines/companies?

THE MINISTER OF CIVIL AVIATION (SH. C.M. IBRAHIM): (a) Some of the private airlines have defaulted in payment of Inland Air Travel Tax (I.A.T.T.) dues owed to the Government.

(b) Total outstanding dues pending recovery from private airlines as on 13.5.1997 is as under:

I.A.T.T. dues	-	1851.34 Lakhs
Interest	-	921.10 Lakhs
Penalty	-	1500.08 Lakhs

(c) and (d) Seven aircraft were detained in the past for recovery of I.A.T.T. dues. Out of these, five aircraft were released by the Customs Department after payment of the outstanding dues by the operators. One of the aircraft which was detained in November, 1996 was released on the basis of an interim order of the Delhi High Court, on deposit of security fixed by the Court. Action is taken as per law against the airlines defaulting in payment of I.A.T.T.

[Translation]

#### **Expansion of Airport Near Abu Road**

6323. SHRI PARASRAM MEGHWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any scheme for expansion of airport near Abu Road is under consideration of the Government to connect Mount Abu, an important tourist place of Rajasthan, with air service;

(b) is so, the time by which the work is likely to start on this project; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) The airstrip near Abu Road belongs to the State Government of Rajasthan. Airports Authority of India has no plans to upgrade this airstrip.

[English]

#### **Post Office Manned by Private People**

6324. SHRI BHIMRAO VISHNUJI BADADE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether post-offices in rural areas are run by private people;

(b) if so, the number of post offices in the Kopergaon parliamentary constituency which are run by private people;

(c) the monthly amount of salary given to such people;

(d) whether there is any scheme to run such post offices on full-fledged basis; and

(e) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No. Sir. No post office is run by private people. They are either manned by Departmental employees of Extra-departmental employees who are appointed by the Department.

(b) to (e) Does not arise in view of (a) above.

#### **Accounting Rates on Telecommunications**

6325. SHRI CHANDRA BHUSHAN SINGH:

SHRI RAM SAGAR:

SHRI SONTOSH MOHAN DEV:

DR. T. SUBBARAMI REDDY:

SHRI G.A. CHARAN REDDY:

SHRI R. SAMBASIVA RAO:

DR. KRUPASINDHU BHOI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Federal Communication Commission (FCC) has asked the Government to drastically reduce International accounting rates on telecommunication;

(b) if so, the reaction of the Government in the matter;

(c) whether India's stand has been made clear before W.T.O.; and

(d) if so, the details thereof and the steps taken by the Government in the matter?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Federal Communication Commission has proposed certain bench marks of Settlement Rates to be complied within four to five years.

(b) The Govt. have responded to Federal Communication Commission's Notice of Proposed Rule Making as follows:

(i) Under the provision of ITU, the principles of accounting rates are decided in multilateral forum and the accounting rates are negotiated bilaterally within their frame work. FCC does not have jurisdiction to impose changes in International accounting rates unilaterally.

(ii) The high outgoing traffic from US is the result of marketing strategies adopted by US carriers.

(iii) The methodology of setting the Bench Marks does not take into account the ground realities prevailing in India and is inappropriate.

Since the cost of termination of calls is higher in developing countries as compared to developed countries,

the division of accounting rate needs to be on non 50:50 basis.

(c) Federal Communication Commission's Notice of Proposed Rule Making suggesting reduction in the International Accounting Rates was a general notice addressed to all countries of the World and this notice was not routed through W.T.O

(d) Does not arise.

#### **Sapphire Mines in Jammu and Kashmir**

6326. SHRI CHAMAN LAL GUPTA: Will the Minister of MINES be pleased to state:

(a) whether sapphire mines of Padder area of Doda district in Jammu and Kashmir are in a bad state of affairs;

(b) if so, the reasons therefor;

(c) whether the Government propose to exploit costly sapphire from these mines;

(d) if so, the details thereof; and

(e) whether the Government propose to entrust this ask to some Central agency; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (f) As per information available, the State Government of Jammu and Kashmir had appointed one NRI Shri Laxman Rawat in 1988 as sole agent for exploitation of sapphire deposits and J.K. Minerals Ltd. (a State PSU) entered into an agreement with him for the purpose. However, the Central Government did not approve this arrangement. Meanwhile M/s Golden Films and Finance Ltd. filed a writ petition in Jammu and Kashmir High Court against the appointment of Shri Rawat. Further action can be taken by the State Government after the case is decided by the Hon'ble High Court.

#### **Improvement of Railway Transportation in Darjeeling**

6327. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) Whether the Government are considering to improve Railway transportation in Darjeeling, West Bengal;

(b) If so, the details thereof; and

(c) If not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) It is planned to provide 3 new narrow gauge locos for introduction on this section. 18 new coaches have already been pressed into service.

(c) Does not arise.

[Translation]

#### **Inoperative Airports**

6328. SHRI KASHIRAM RANA:

SHRI AYYANNA PATRUDU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether number of airports are lying inoperative for the last three years;

(b) if so, the reasons therefor; and

(c) the number of airports out of them made operational so far?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) During the last 3 years 27 airports were not in operation.

(b) and (c) Airports are closed because none of the airlines are operating any flights to those locations. It is entirely for the airlines to decide whether they would operate their flights to any particular airport. Airports Authority will provide the necessary facilities for safe operation to such airports. During the last 3 years, four airports at Akola, Hubli, Kota and Gaya have been made operational.

[English]

#### **World Bank Project at Sunderbans, West Bengal**

6329. SHRI SAMIK LAHIRI: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government propose to develop Sundarbans; West Bengal with the assistance of World Bank;

(b) if so, the details thereof; and

(c) the time by which the tourism related project is likely to be started?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) The Department of Tourism does not have any proposal to seek the assistance of World Bank for the development of tourism in Sundarbans. However, the Department of Tourism sanctioned central financial assistance amounting to Rs. 200.44 lakhs for various projects in Sundarbans.

#### **Computerised Reservation Facilities**

6330. SHRI ANCHAL DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the steps being taken/proposed to be taken by the Government to provide computerised Railway reservation facilities in easily accessible towns of rural areas of the country to save the money and time of the people; and

(b) the action taken by the Government to provide computerised Railway Reservation Services at Jaipur Keonjhar Road Junction which is beneficial for several Districts of Orissa and significantly contributing to Railway economy?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Provision of computerised passenger reservation facilities is an on-going process and these facilities are provided at stations as per norms and subject to the availability of funds. The reservation work load at Jaipur Keonjhar Road Junction is much less than the criterion of reservation related transactions per day and does not justify provision of these facilities at present. It can be considered when the criterion is met.

#### Survey for New Railway Line under Eastern Railway

6331. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey work has been undertaken for new Railway line under Eastern Railway; and

(b) if so, the details thereof?

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

(b) the details are as under:-

S.No.	Name of the Survey
1	2
1.	Updating of survey for a new line from Rajgir to Gaya.
2.	Preliminary Engg.-cum-traffic Survey for a new BG line from Giridih to Koderma.
3.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Ranchi-Hazaribagh-Gaya.
4.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Sealdah-Dumdum
5.	Updating Preliminary Engg.-cum-Traffic Survey for a new BG line from Giridih to Koderma.
6.	Final Location Survey and detailed investigations for the Gunga bridge at Patna.
7.	Reconnaissance type feasibility-cum-traffic survey for new line from Tarakeshwar to Arambagh.
8.	Preliminary Engg.-cum-Traffic Survey for reopening of Bongaon-Petrapole rail line.
9.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Dehri-on-Sone to Barwadih.
10.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Koderma-Hazaribagh-Garwa road.

1	2
11.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Chunar to Sasaram.
12.	Updating of Preliminary Engg.-cum-Traffic Survey for a new BG from Dumka to Baidyanath Dham.
13.	Preliminary Engg.-cum-Traffic Survey for a new BG line from Pirpainti to Merry-go-round of NTPC.
14.	Reconnaissance Engg.-cum-Traffic Survey for Gaya-Chatra BG rail line.
15.	Survey for Fatua-Islampur-Rajgir-Manpur-Gaya line.
16.	Reconnaissance Engg.-cum-Traffic Survey for a new BG line from Budge to Falta.
17.	Reconnaissance Engg.-cum-Traffic Survey for a new BG line between Budge Budge-Namkhana-Frazerganj.

#### Shortage of Pilots in IA and AI

6332. SHRI K.S. RAYADU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is true that the Indian Airlines and Air India are short of pilots;

(b) if so, the details thereof;

(c) whether it is a fact that many pilots have resigned to join other airlines; and

(d) the reasons for such resignation and steps taken to prevent resignation in future?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) There is no shortage of Commanders in Indian Airlines. However there is a shortage of 28 trained Commanders in Air India.

(c) and (d) No Pilot has resigned from Indian Airlines after the signing of Memorandum of Understanding between Management and Indian Commercial Pilots Association in January, 1996.

Three Commanders and one Co-Pilot resigned from Air India during the period from 1st January, 1996 to 30th April, 1997 on grounds of personal/medical reasons. Air India is taking steps to introduce productivity linked incentive schemes to make the total package of allowances attractive for pilots.

#### IA Crack Force

6333. SHRI ISWAR PRASANNA HAZARIKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "IA crack force to tame passengers" appearing in the Delhi edition of the Indian Express dated February 8, 1997;

(b) if so, the details thereof alongwith the results

likely to be accrued by setting up of the crack force; and

(c) the strength and composition of the above force?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) The aim of the crack force is to impart professional training in unarmed combat to selected young and physically fit personnel within Indian Airlines security set up, in order to form the first line of defence in the event of any untoward incident. The force will be part and parcel of the existing staff strength.

[Translation]

#### Post Offices in Rental Building

6334. SHRI HARIVANSH SAHAJ: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices of Delhi circle

functioning in private houses from 1992, till date; and

(b) the number of post offices vacated from the private house alongwith the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The number of post offices of the Delhi Circle functioning in private houses from 1992 to till date are:-

1992	1993	1994	1995	1996	1997 (as on 12.5.97)
217	216	212	210	206	203

(b) 26 Post Offices have been vacated from the rented buildings to suitable alternate rented/Departmental buildings from 1.1.92 to 30.4.97.

Reasons for vacation is given in the attached Statement.

#### Statement

*Details of Post Offices vacated from the rented buildings during the period from 1.1.92 to 30.4.97 and reasons therefor.*

S.No.	Name of the Post Office	Reasons for Vacation
1	2	3
1.	Lekhu Nagar Po	On the persistent request of the land lord.
2.	Bharat Nagar Po	-do-
3.	GH. B. Paschimvihar Po	-do-
4.	Maidan Hotel Po	On the request of the Hotel authorities.
5.	Adarsh Nagar Po	On the request of the land lord.
6.	Shakurbasti R.S. Po	-do-
7.	Narela Po	On the orders of the Hon'ble Court.
8.	DCM Mills Po	Due to closure of the Mill.
9.	Rohini, Po	On construction of our Deptl. Bldg.
10.	"8" Block Paschim Vihar	-do-
11.	Paschimvihar Po	-do-
12.	Rajouri Market Po	On the request of the land lord.
13.	Panjabi Bagh Sec. III	-do-
14.	Mahavirnagar Po	-do-
15.	Jail Road Po	-do-
16.	M.B.S. Nagar Po	-do-
17.	Lalit Makan Nagar Po	-do-
18.	Govindapuri Po	-do-

1	2	3
19.	Shakarpur Po	On the request of the land lord.
20.	Old Seelampur Po	-do-
21.	Subhash Park Po	Due to deplorable condition of the Bldg.
22.	Shahdara Po	-do-
23.	Brahmapuri Po	-do-
24.	Than Singh Nagar Po	On the request of the land lord.
25.	Patel Nagar South Po	On the orders of Hon'ble Court.
26.	Sri Aurobindo Ashram Po	On the request of the Ashram authorities.

**Setting up of Railway Coach Factory in  
Uttar Pradesh**

6335. SHRI D.P. YADAV:

SHRI HARIVANSH SAHAJ:

Will the Minister of RAILWAYS be pleased to  
state:

(a) whether there is any proposal to set up railway  
coach factories in industrial backward districts of Uttar  
Pradesh;

(b) if so, the details alongwith their locations;

(c) whether the railway coach factory and wheel  
axle factory have been shifted from eastern Uttar Pradesh  
to some other place;

(d) if so, whether other factory is likely to be set  
up in its place; and

(e) if so, the details thereof?

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

(b) Does not arise.

(c) No, Sir.

(d) and (e) Do not arise.

[English]

**Periodical Use of DD/AIR**

6336. SHRI ANNASAHIB M.K. PATIL:

SHRI PRAMOD MAHAJAN:

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

(a) whether he has allowed Andhra Pradesh Chief  
Minister for regular periodical use of AIR/DD for weekly  
interaction with the people of the State;

(b) if so, the details thereof and the policy of the  
Government in this regard;

(c) whether the Chief Minister of other State will  
be allowed to avail of this facility with the people on weekly  
basis in the public interest;

(d) if so, the details thereof; and

(e) the changes in policy for such liberalisation  
decentralised usage of electronic media by the States  
effected under consideration?

THE MINISTER OF INFORMATION AND BROAD-  
CASTING (SHRI S. JAIPAL REDDY): (a) Permission was  
given, though not on a regular basis, subject, however, to  
technical feasibility and programme exigencies.

(b) to (e) The programme entitled "Janma Bhoomi" has  
been telecast/broadcast twice so far on 28th April and 5th  
May, 1997. Subject to technical feasibility, and other  
programme exigencies requests from Chief Ministers of  
other States for similar programmes from the respective  
Capital kendras can also be considered.

**Contracts for Pantry Cars in Trains**

6337. SHRI LAL BABU PRASAD YADAV: Will the  
Minister of RAILWAYS be pleased to state:

(a) the details of trains in which contracts for pantry  
cars have been awarded after the implementation of new  
catering policy alongwith the names and addresses of  
contractors;

(b) whether most of the above contracts have been  
awarded only to the contractors of choice;

(c) if so, whether the Government propose to  
discontinue the said monopoly in awarding contracts;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) A Statement is attached.

(b) to (e) No, Sir. As per policy licences for managing

pantry cars are awarded by Zonal Railways by inviting applications from professional and reputed caterers through Press notifications on merits. There is no restriction on limit of holdings by a licensee.

#### Statement

S.No.	Train No. & Name	Name & Address of Licensee
1	2	3
1.	1025/1026 Pragati Express	M/s V.P. Diwadkar, Rama Pandharinath Niwas, Plot no. 6, 3rd Floor 6A, Tadiwala Road, Pune-400 061.
2.	7617/7618 Tapovan Express	M/s Bhol Caterers, 1A/Ind Pirkhan Street, Shiraj Mansion, Mumbai-8.
3.	1077/1078 Jhelum Express	M/s Mahesh H. Caterers & Co, Behind RMS Post Office Railway Stn. Compound, Mumbai Central.
4.	1019/1020 Konark Express	M/s A.A. Catering Co. 9, Old Post Office Street, 6th Floor, Calcutta-1
5.	2027/2028 Pune-Mumbai CST Shatabdi Express	M/s Ahaar Caterers, Behind RMS Post Office Railway Stn. Compound, Mumbai Central Railway Station.
6.	3003/3004 Howrah-Mumbai Mail	M/s Shri Hakim Chand & Sons, Behind RMS Office, Mumbai Central Rly Station.
7.	2307/2308 Howrah-Jodhpur Mail	M/s ABC Enterprises, 56 Netaji Subhas Road, Calcutta-700 001.
8.	2401/2402 Shramjeevi Express	M/s Poorvachal Caterers, Deshrath Pd. Dwivedi Marg, Swadesh Sadan Civil Line-2, Gorakhpur-2.
9.	2019/2020 Howrah-Bokaro Steel City Shatabdi Express	M/s R.K. Associates, Hotel Sagar International, Durg (M.P)
10.	2005/2006 New Delhi-Kalka Shatabdi Express	M/s Peekay Associates, 9/60 Punjabi Bagh, New Delhi.
11.	2011/2012 New Delhi-Chandigarh Shatabdi Express	-do-
12.	2013/2014 New Delhi-Amritsar Shatabdi Express	-do-
13.	6687/6688 Navyug Express	-do-
14.	4067/4068 Malwa Express	M/s Hakmi Chand D. Chotai, 5527 Shora Mothi, Paharganj, New Delhi
15.	4659/4660 Amritsar Express	-do-
16.	2311/2312 Howrah-Kalka Mail	M/s R.C. Goel, 7787/88 Ram Nagar Near Hotel Airlines, New Delhi-55.
17.	4681/4682 Ludhiana Superfast Exp.	-do-
18.	8101/8102 Muri Express	Shri K.R. Sharma, B-106 Narwana Apartments, Patparganj, New Delhi.
19.	4083/4084 Mahananda Express	M/s Singh Caterers & Vendors, II Floor, Jaju Apartments, 7/18 Kalkaji Extn. New Delhi-13.
20.	2017/2018 New Delhi-Dehradun Shatabdi Express	M/s Boon Caterers, C-40 Nehru Colony, Dehradun.

1	2	3
21.	2015/2016 New Delhi-Ajmer Shatabdi Express	M/s Food World, E/176 Greater Kailash-II, New Delhi-48.
22.	4057/4058 Kashi Vishwanath Exp.	M/s Excellent Food Services, Shorakothi, Paharganj, New Delhi.
23.	2421/2422 New Delhi-Bhubaneswar Rajdhani Express	M/s P.R. Catering Co. 9, Old Post Office Street, 6th Floor, Calcutta.
24.	2423/2424 New Delhi-Guwahati Rajdhani Express	-do-
25.	1015/1016 Kushinagar Express	M/s R.K. Associates, AC-I, Flat No. 1 Jangpura Extension, Bhogal, Behind Shahi Masjid, New Delhi.
26.	1033/1034 Pushpak Express	-do-
27.	5011/5012 Raptisagar Express 5089/5090 5011A/5012A & 5091/5092	M/s Bharat Catering Corpn. 51 Baibhave Apartments, Budh Marg, Patna.
28.	5045/5046 Gorakhpur-Ahmedabad Express	M/s Vardan Restaurant & Caterers Railway Station Road, Gorakhpur.
29.	5047/5048 Purvanchal Express	-do-
30.	5087/5088 Amarnath Express 5087A/5088A	do-
31.	5049/5050 Gorakhpur-Howrah Exp.	-do-
32.	5205/5206 Lichchavi Express	M/s Purvanchal Caterers, 68 New Dharmpur, Shahpur/ Gorakhpur
33.	5063/5064 Awadh Express	M/s Vardan Restaurant & Caterers Railway Station Road, Gorakhpur.
34.	6519/6520 Guwahati-Bangalore Express	Shri Ramen Deka, Hatigaon, Anupam Path, Guwahati-781006.
35.	5651/5652 Lohit Express	Shri Alok Kumar Ghosh, 1st Floor, 13 B.T. Road, P.O. Shithirmore, Calcutta-50.
36.	2007/2008 Madras-Mysore Shatabdi Express	M/s Maddur Caterers, Bangalore.
37.	2023/2024 Madras-Coimbatore Shatabdi Express	M/s Golden Caterers, Bangalore.
38.	2431/2432 Trivandrum-Nizamuddin Rajdhani Express	M/s R.K. Associates, New Delhi.
39.	2429/2430 Bangalore-Nizamuddin Rajdhani Express	M/s Peekay Associates, New Delhi.
40.	2607/2608 Lalbagh Express	Shri Imtiaz Ahmed, Bangalore.
41.	2617/2618 Mangala Express	M/s N.B.K. Catering Service, Calicut M/s C.K.K. Moidoo, Cochin.
42.	2633/2634 Madras-Nizamuddin Rajdhani Express	M/s R.K. Associates, New Delhi.
43.	2637/2638 Madras Egmore-Madurai Kudal Express	Shri P.K. Shafi, Villupuram.
44.	2675/2676 Kovai Express	M/s Arente Catering, Calicut.
45.	6335/6336 Nagercoil-Gandhidam Express.	M/s Sindoor Caterers, Guntakkal.
46.	6339/6340 Nagercoil-Chatrapati Shivaji Terminus	M/s K.M.A. Caterers.

1	2	3
47.	6341/6342 Ernakulam-Trivandrum Intercity Express	M/s C.K.K. Catering Service, Cochin.
48.	7245/7246 Ratnachal Express	M/s A.A. Catering Co. 9 Old Post Office Street, Calcutta.
49.	2479/2480 Goa Express	M/s R.K. Associates, A1 Plot No.1, Jangpura Extension, Bhogal, Behind Shahi Masjid, New Delhi.
50.	7021/7022 Dakshin Express	-do-
51.	2711/2712 Pinakini Express	M/s ABC Enterprises, 56 Netaji Subhas Road, 3rd Floor, Calcutta-1.
52.	2713/2714 Satavahana Exp.	-do-
53.	7569/7570 Secunderabad-Jaipur Express	M/s P.R. Catering Co. 9 Old Post Office Street, Calcutta.
54.	7061/7062 Shirdi Express	M/s Midwest Catering, C/o VRR Contractor, Tuni.
55.	2801/2802 Purshottam Express	M/s R.K. Associates, A1 Plot No.1, Jangpura Extension, Bhogal, Behind Shahi Masjid, New Delhi.
56.	8401/8402 Puri-Okha Express	M/s Purvanchal Caterers, 68 New Dharmapur, Shahpur-Gettavatika Gorakhpur-273006.
57.	8301/8302 Sambalpur-Nizamuddin Express	M/s R.K. Associates, Hotel Sagar International, Durg (M.P.).
58.	2021/2022 Howrah-Rourkela Shatabdi Express	M/s Kathleen Caterers, 2 U.K. Dutta Road, Calcutta-28. (upto 29.9.96) M/s R.K. Associates, 522, G.T. Road (South) Howrah (since 30.9.96)
59.	8033/8034 Howrah-Ahmedabad Express	M/s Mahesh H. Caterers, Okara Provision Stores, 6, Tuti Cnowk, Paharganj, New Delhi.
60.	2933/2934 Karnavati Express	-do-
61.	2009/2010 Mumbai Central-Ahmedabad Shatabdi Express	M/s Boon Caterers, Mumbai Central Station Compound, Behind R.M.S. Office, Mumbai-8.
62.	2955/2956 Jaipur Superfast Exp.	M/s Hakmichand D. Sons & Co. Mumbai Central Station Compound, Behind R.M.S. Office, Mumbai-8.

**Hotels, Yatri Niwas and Tourist Lodges Constructed in Uttar Pradesh and Rajasthan**

6338. SHRI MAHENDRA SINGH BHATI

SHRI RAJENDRA AGNIHOTRI

Will the Minister of TOURISM be pleased to state:

(a) The details and locations of Hotels, Yatri Niwas and Tourist Lodges constructed in Uttar Pradesh and Rajasthan with the central assistance during each of last three years;

(b) whether any proposals have been received by the Union Government from the said State Governments for the construction of more hotels, Yatri Niwas and Tourist Lodges in the States;

(c) If so, the details thereof; and

(d) the time by which the pending proposals are likely to be cleared?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) The details and locations of yatri Niwas and Tourist Lodges sanctioned in Uttar Pradesh and Rajasthan with the central assistance during the last three years are given in the attached Statement. No hotels were constructed in these States with the central assistance.

(b) to (d) Department of Tourism, Government of India extends financial assistance to the States/Union Territory Governments on the basis of specific project proposals, received from them, based on their merits, inter-se-priority and the availability of funds. Identification and development



of tourist spots is a continuous process and primarily is the responsibility of the State Governments/Union Territory Governments.

### Statement

Name of the Project	Amount
	Sanctioned
	(Rs. in lakhs)

#### 1994-95

1. Tourist Bungalow at Hanumangarh, Rajasthan	18.76
2. Tourist Bungalow at Bhilwara, Rajasthan	18.76
3. Yatrika at Ajmer, Rajasthan	26.99
4. Yatrika at Mahandipur-ka-Balaji, Rajasthan	15.38
5. Yatrika at Keladevi, Rajasthan	20.24
6. Yatri Niwas at Chitrakoot, U.P.	35.74

#### 1995-96

1. Tourist Cottage at Chohtan, Rajasthan	18.27
2. Tourist Resort at Kiradu, Rajasthan	18.27
3. Tourist Complex at Kheechan, Rajasthan	29.15
4. Tourist Resort at Mahaveer Teeba, Rajasthan	18.26

#### 1996-97

1. Tourist Bungalow at Churu, Rajasthan	28.76
---	-------

### Installation of Close Circuit TV Cameras at Major Railway Stations

6339. SHRI ANAND RATNA MAURYA:

SHRIMATI KETAKI DEVI SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to install close circuit TV cameras at the major railway stations to keep watch on criminals;

(b) if so, the details thereof,

(c) the time by which this work is likely to be completed; and

(d) the estimated amount likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir. Railways are contemplating a proposal to install CC

TV Cameras at fifteen important railway stations so as to keep a watch on Reservation Counters, activities of touts, behaviour of passengers, overcrowding and also to keep surveillance over criminals and anti-social elements.

(c) It is proposed to install this equipment during the current financial year 1997-98.

(d) Estimated cost per location will be about Rs. 25 to Rs. 30 lakhs.

[Translation]

### Post Offices in Maharashtra

6340. SHRI SURESH PRABHU:

SHRI KACHARU BHAU RAUT:

SHRI DATTA MEGHE:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices functioning in Maharashtra, District-wise;

(b) the number of post offices which are functioning in the rural areas in the State;

(c) the number of villages in Maharashtra where postal facilities are not available, name-wise, district-wise;

(d) the number of representations regarding opening of post offices have been received from the public and action taken by the Government thereon; and

(e) the time by which post offices are likely to be opened in such villages?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) The number of Post Offices functioning in Maharashtra, district-wise, the number of post offices which are functioning in the rural areas in the State, district-wise and the number of villages in Maharashtra where postal facilities are not available, district-wise are given in the Statement.

The names of villages where postal facilities do not exist in the form of post offices, district-wise, is being collected and will be laid on the Table of the House.

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

(e) Post Offices are opened under Annual Plans subject to fulfilment of norms and availability of resources. During the Annual Plan. 1997-98, it is proposed to open 35 Extra Departmental Post Offices in the villages of Maharashtra.

**Statement**

*District-wise details of Post Offices functioning, number of Post Offices functioning in rural areas and the number of villages without Post Offices In Maharashtra*

S.No.	Name of Districts	Total Number of Post Offices	Total Number of Post Offices in Rural Areas	Number of Villages without Post Offices
1.	Mumbai	271		
2.	Ahmednagar	640	607	909
3.	Akola	393	364	1236
4.	Amravati	447	406	1287
5.	Aurangabad			
6.	Buldana	347	326	962
7.	Bhandara	296	285	1614
8.	Beed	320	299	958
9.	Chandrapur	320	306	1475
10.	Dhule	451	422	1165
11.	Gadchiroli	187	184	1495
12.	Jalna	174	163	674
13.	Jalgaon	512	473	654
14.	Kilhapur	546	503	686
15.	Latur	248	234	645
16.	Nagpur	341	249	1375
17.	Nanded	456	445	1086
18.	Nasik	658	593	1190
19.	Osmanabad	274	255	455
20.	Pune	784	632	1197
21.	Parbhani	302	290	1139
22.	Raigad	431	386	1432
23.	Ratnagiri	638	619	918
24.	Solapur	529	464	384
25.	Satara	650	613	924
26.	Sangli	412	386	342
27.	Sindhudurg	353	260	354
28.	Thane	404	316	1439
29.	Wardha	185	165	802
30.	Yeotmal	366	344	1492
Total:		12317	10923	28314

*[English]***New Exchanges in Karnataka**

6341. SHRI ANANT KUMAR HEGDE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up new telephone exchanges in Karnataka during 1997-98;

(b) if so, the names of places where these exchanges are likely to be set up; and

(c) the time by which these new telephone exchanges are likely to be set up?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) and (c) The names of places where new exchanges are to be commissioned during 1997-98 are not yet decided.

**Telephone Industry-Srinagar**

6342. SHRI GULAM RASOOL KAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of employees working in telephone industry in Srinagar;

(b) when this industry was established in Srinagar;

(c) whether the Government have any plan to expand this industry;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of permanent employees presently working in Srinagar Unit of ITI is 160.

(b) The Unit was established at Srinagar in 1969.

(c) to (e) The capacity of this Unit is to produce 2 lakh telephones per year. However, due to the prevalent law & order situation at Srinagar, this Unit has not been able to utilise even 25% of its capacity. Therefore, the question of its capacity expansion does not arise for the present.

**Acquisition of Land for Construction of Post Office**

6343. SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government had acquired land for postal building construction at village Nalia in 1992, Khavadada in 1981, Kheda in 1983 and Kukma in 1993; and

(b) if so, the use acquiring the land for the purpose and keeping it for more than 15 years unutilised and the disadvantages of the villagers in the absence of post offices functioning in these villages?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) Due to paucity of funds, the department could not take up the construction work and the villagers are not facing any disadvantage due to absence of post offices in these villages as they are being served by the nearest post office.

**Foreign Loans For Aircraft**

6344. DR. C. SILVERA:

SHRI PRAMOD MAHAJAN:

SHRI YELLAIAH NANDI:

DR. T. SUBBARAMI REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has been allowed to have a foreign loan to induct three air-bus A-310 and Boeing 747-400 aircraft;

(b) if so, the details thereof alongwith the amount required therefor; and

(c) the time by which the External Commercial Borrowings are likely to be finalised?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Project proposals for induction of additional A-310 and Boeing 747-400 aircraft have not been approved by the Government so far.

(b) and (c) Do not arise.

*[Translation]***Indian/Foreign Passengers Avail Air Services in Rajasthan**

6345. SHRI BHERU LAL MEENA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Indian as well as foreign passengers who availed of air services in Rajasthan during the last three years and amount earned therefrom;

(b) whether the present air services are adequate keeping in view the number of passengers;

(c) if not, the efforts made by the Government to increase the number of flights; and

(d) the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) The number of passengers who availed of Indian Airlines services in Rajasthan during the last three years and amount earned therefrom are as under:-

Year	No. of Passengers	Amount earned (in Lakhs)
1993-94	1,78,012	1788.80
1994-95	1,38,919	1735.16
1995-96	1,12,523	2110.82

In addition, private airlines are also operating their services in Rajasthan.

(b) Yes, Sir.

(c) and (d) Do not arise.

[English]

#### **Running of Goods Trains Without Guards**

6346. SHRI DILEEP SINGH BHURIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Goods Trains are being run without Guards in the Secunderabad Division of South Central Railway and major collisions occurred at Garwa Road in Eastern Railway and Gollegunda of South Central Railway;

(b) if so, whether it is also a fact that the Guards are available to work on the above mentioned trains;

(c) if so, the details thereof;

(d) whether the Guards who have already taken over charge have been asked to 'Sign off' and the trains were allowed to run without Guard by the concerned officer;

(e) if so, the persons found guilty for not posting the guards on the goods trains and action taken against them;

(f) whether there are any instances wherein the staff was forced to violate safety rules and caused accidents;

(g) if so, the details thereof;

(h) the number of trains which were running without Guards per month keeping the Guards available;

(i) whether this system is in force in other zones also; and

(j) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) No, Sir. However, trains are permitted to be run without Guards only in special circumstances by taking adequate precautions as laid down in General and Subsidiary Rules.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

(f) No, Sir.

(g) Does not arise.

(h) Nil.

(i) No, Sir.

(j) Does not arise.

#### **Telecom Regulatory Authority**

6347. SHRI GORDHANBHAI JAVIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that with the setting up of Telecom Regulatory Authority of India the work in the Telecom Deptt. of his Ministry has decreased making it to look into the policy making and operational aspects; and

(b) if so, the details of the work to be handled by the Ministry and the Telecom Regulatory Authority of India to be handled separately?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) In pursuance of the Telecom Regulatory Authority of India Ordinance (No. 11 of 1997) promulgated on 25th January, 1997, the Central Government set up the Telecom Regulatory Authority of India (TRAI) with effect from 20th February, 1997 to provide a level playing field for fair competition and to engender further confidence in investors. Subsequently, the Telecom Regulatory Authority of India Ordinance, 1997 was replaced by an Act of Parliament. The powers and functions of the Authority are expected to enable it to effectively perform the role of watch-dog for the Telecom Sector.

2. In the context of the National Telecom Policy, 1994 whose objectives inter-alia include, achieving universal service, raising the quality of telecom services to world standards, providing a wide range of services to meet customers demands at reasonable prices, providing for participation of companies registered in India in basic and value-added services, making arrangements for protection and promotion of consumers interests and ensuring fair competition, it was felt that separation of regulatory from service-providing functions was called for. The functions assigned to the TRAI include the following:

(a) recommend the need and timing of introduction of a new service provider;

(b) recommend the terms and conditions of licence to a service provider;

(c) ensure technical compatibility and effective inter-connection between different services providers;

(d) regulate arrangements of sharing of revenue, derived from providing telecommunications services, between different services providers;

(e) recommend revocation of licence for non-compliance of terms and conditions of licence;

(f) ensure compliance of terms and conditions of licence;

(g) protect the interest of customers of telecommunication services;

(h) settle disputes between service providers;

(i) fix rates for providing telecommunications within and out-side India; and

(j) monitor the quality of service and conduct periodical surveys of such service provided by service providers.

3. While the role and powers conferred on the TRAI envisage a substantial measure of autonomy to the Authority, the functions relating to grant/revocation of licences and fixing terms and conditions of licences still vest with the Central Government. As per Section 25(2) of the Telecom Regulatory of India Act, 1997, the TRAI shall, in exercise of its powers and performance of its functions, be bound by such directions on questions of policy as the Central Government may give in writing to it from time to time.

4. The TRAI has been set up mainly with a view to perform regulatory functions and, thereby, provide a level playing field in the Telecom Sector. As a service provider, the Department of Telecommunications (DOT) would come within the scope of TRAI's functions but its responsibilities, including in the field of policy, are not affected.

#### **Post Offices in Rental Building**

6348. SHRI DINESH CHANDRA YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the post offices/sub post offices in Bihar are still housed in the rented accommodation in Bihar even after completion of buildings meant for post offices and sub post offices;

(b) if so, whether it is resulting in heavy revenue losses;

(c) if so, the details thereof; and

(d) the time by which the Government propose of shift the post offices/sub post offices in the newly constructed buildings particularly about the completion of building for the sub post office of Simri Bakhtiyarpur?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No. All sub post offices are housed in departmental buildings where the construction work is completed and has been handed over to the department.

(b) No. Question does not arise.

(c) Question does not arise.

(d) The on-going projects for construction of Post

office buildings are likely to be completed in 1997-98 and in the case of Simri Bakhtiyarpur sub post office, the likely date of completion is 30.9.97.

#### **More Money From Cellular Operators**

6349. SHRI TARIQ ANWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to extract more money from companies operating cellular phones services in four metros; and

(b) if so, the reasons therefor?

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

(b) Does not arise in view of (a) above.

#### **Tender for Trunk Automatic Exchange**

6350. SHRI I.D. SWAMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether after opening of a tender relating to trunk automatic exchange, the quotation was revised upward;

(b) if so, the full facts thereof alongwith the reasons for revising the quotation price after opening the tender;

(c) whether the Government propose to enquire into this matter and to took to guilty officials responsible for this serious fraud;

(d) if so, the details thereof; and

(e) if not, the reasons thereof;

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir. The Department agreed to enhance the price based on negotiations.

(b) An open tender no. 117-10/94-MMD for procurement of 2.77 lakh lines of digital TAX equipment was opened on 26.4.94. After evaluation of the bids and approval of the competent authority, Advance Purchase Orders were placed on 14.9.94. Since this equipment was being purchased for the first time, orders were to be placed only after the successful validation of the equipment in the DOT's network. The reasons for revising the quoted price after opening the tender are indicated below:-

(i) Site specifications different from the model specifications given in the tender.

(ii) Wide variation in foreign exchange during the period.

(iii) Increase in inflation, etc.

Since the TAX equipment was required urgently the Department set up an empowered Committee to sort out all the issues. After detailed discussions with the suppliers on technical and commercial issues, the Committee recommended per circuit cost of Rs. 4266/- instead of

Rs. 3306/- indicated in the Advance Purchase Orders. The equipment has now been supplied as per the new offer.

(c) to (e) Question does not arise.

**Amount Earmarked for Promotion of Tourism in Andhra Pradesh**

6351. DR. Y.S. RAJASEKHARA REDDY: Will the Minister of TOURISM be pleased to state:

(a) the amount earmarked to promote tourism in Andhra Pradesh during the Ninth Five Year Plan;

(b) the details of new places proposed to be promoted in the State;

(c) whether there are any proposals to construct new hotels by the India Tourism Development Corporation during the said period in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) Central financial assistance for the development of tourism is provided on the basis of specific proposals received from the concerned State/Union Territory Governments each year. The projects/proposals for the 1997-98 have not been identified.

(c) No, Sir.

(d) Does not arise.

**Railway Line between Sabarimala and Angamaly**

6352. SHRI P.C. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated cost of Angamaly-Muvattupuzha-Pala-Erumely-Sabarimala railway line, sector-wise break-up;

(b) the funds earmarked by the Government for above line, sector-wise;

(c) the reasons for granting the less amount for above line; and

(d) the time by which the above line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The estimated cost of the line is as under:-

Angamaly-Erumely-343 crs.

Erumely-Sabarimala-207 crs.

(b) The funds for Railway works are allotted project-wise and not sectorwise. Rs. 1 lac has been allotted for

this line during 97-98.

(c) This line has been included in the Budget 97-98 subject to obtaining necessary clearances. The work would be taken up after the required clearances are received and hence a token provision has been made.

(d) Will depend upon the availability of resources.

**Proposal of Air Lanka for Sale of Shares**

6353. SHRI MOHAN RAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air Lanka proposes to sell 40 percent shares to some foreign partner;

(b) if so, whether the Air India and the Indian Airlines have submitted their bids for the same;

(c) if so, the details thereof; and

(d) the present status thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) The Government has no such information.

(b) to (d) Do not arise.

**Villages without Post Offices in Gujarat**

6354. DR. A.K. PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have done any survey in Gujarat regarding the villages which do not have post offices at present;

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

(c) by when the Government propose of open post offices in all the villages of the State;

(d) whether the Government propose to make available mobile post offices in such villages of the State for the time being to cater the postal need of villages; and

(e) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The details of the villages which do not have post offices at present district-wise are given in the enclosed statements.

(c) Post Offices are opened under Annual Plans subject to norm based justification and availability of resources. During the Annual Plan, 1997-98, it is proposed to 25 Extra Departmental Branch Post Offices in the villages of Gujarat.

(d) No, Sir.

(e) Does not arise in view of (d) above.

**Statement**

*Details of villages which do not have post offices in Gujarat circle, district-wise*

Sl. No.	Name of District	Number of Villages without Post Offices
1.	Ahmedabad	244
2.	Gandhinagar	14
3.	Mahesana	848
4.	Banaskantha	930
5.	Sabarkantha	565
6.	Bharuch	588
7.	Dang	253
8.	Kheda	392
9.	Panchmahal	1370
10.	Surat	642
11.	Vadodara	1039
12.	Valsad	294
13.	Amreli	279
14.	Bhavnagar	440
15.	Jamnagar	365
16.	Junagarh	578
17.	Kachchh	394
18.	Rajkot	361
19.	Surendranagar	339
20.	Daman & Diu UT	16
21.	Dadra & Nagar Haveli UT	38
Total		9989

**Public Telephone Facility in Allahabad**

6355. DR. MURLI MANOHAR JOSHI: Will the Minister of COMMUNICATIONS be pleased to refer to the answer given to Starred Question No. 85 dated February 27, 1997 and state:

(a) the number of villages in Allahabad district where public telephone facility has already been provided;

(b) the percentage of telephones working properly in 1996 and steps taken to make all telephones operative; and

(c) the names of villages, Tehsil or Block-wise in

Allahabad district where village public telephones are proposed to be set up in 1997-98?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) 1072 Villages have been provided with public telephone facility in Allahabad district as on 30.4.97.

(b) (i) About 95% of Village Public Telephone (VPTs) were reported working properly.

(ii) The following steps have been taken to make all telephones operative:-

All the VPTs are tested daily from the concerned exchange. VPT faults are reported to the Sub-Divisional Engineer incharge of the exchange daily. Faults pending for more than 2 days, 7 days or longer are looked into by the field officers at various higher levels;

- Annual Maintenance Contact for the repair of faulty Modules of Multi Access Rural Radio equipment is being entered into;
- Action is being taken to equip all VPTs with Solar Panel Power back up.
- Action to replace unserviceable MARR equipment is being taken;

(c) 706 Villages are planned to be provided with VPTs in Allahabad during 1997-98. A tentative Tehsil-wise list is enclosed at statement-I. However the exact village in which VPT is provided will depend on technical feasibility.

**Statement**

*Name of Villages Tehsil-Wise In Allahabad District*

**Tehsil Chail**

1. Abdul Wahabpur
2. Ahamadpur Abrauli Kachhar
3. Ahamadpur Abrauli Uparhar
4. Ahamadpur Puraini Urf Nayapur
5. Akbarabad
6. Akbarpur Mirzapur
7. Alampur
8. Amarwai
9. Amawan
10. Amrain
11. Ashrafpur Khas
12. Abhratpur Taluqa Asadulla
13. Bahongari Khurd
14. Bakkipur Khas

- |                                |                                  |
|--------------------------------|----------------------------------|
| 15. Balihawan Deh              | 52. Kundanpur                    |
| 16. Balihawan Patti            | 53. Kundari                      |
| 17. Balkarapur                 | 54. Kubwan                       |
| 18. Ballepur                   | 55. Lalpur                       |
| 19. Bamrauli Kachhar           | 56. Lohi                         |
| 20. Chak Piyagpur              | 57. Lohra                        |
| 21. Chak Raboolpur             | 58. Madpur                       |
| 22. Chak Saiganj               | 59. Mainapur                     |
| 23. Chalauli                   | 60. Nawapur Dehmafi              |
| 24. Chandrabhanpur             | 61. Nizampur Puraini             |
| 25. Charari                    | 62. Nodrpur Taluqa Abdullahpur   |
| 26. Chittapur                  | 63. Padumanthpur Burbeni         |
| 27. Dadanpur                   | 64. Paharpur Sudhuwar            |
| 28. Paqirabad                  | 65. Paharpur Taluqa Abadullahpur |
| 29. Faridpur Tappa Malak       | 66. Pakbarai                     |
| 30. Fatehpur Sabahalpur        | 67. Palhana Kachhar              |
| 31. Ganqbari                   | 68. Palhana Uparhar              |
| 32. Dariyapur                  | 69. Pannoi                       |
| 33. Darwebhpur                 | 70. Quzipurtaluka Sayed Sarawan  |
| 34. Deoghat                    | 71. Qutubanpur                   |
| 35. Dhanni                     | 72. Rahimabad                    |
| 36. Dharupur                   | 73. Raiya Deh Maufi              |
| 37. Dhawabara                  | 74. Rampur Taluqa Abadullahpur   |
| 38. Dundepur                   | 75. Rabulabad                    |
| 39. Gopalpur Tikari            | 76. Rasulpur Badley              |
| 40. Govindpur                  | 77. Rasulpur Qazi                |
| 41. Hafizpur                   | 78. Ratgaha                      |
| 42. Hajipur                    | 79. Baidpur Khas                 |
| 43. Hardua Jot                 | 80. Santa                        |
| 44. Hardua Khas                | 81. Baka Baripur Kachhar         |
| 45. Harirampur                 | 82. Baka Baripur Uparhar         |
| 46. Hubainmau                  | 83. Baka Baripur Uparhar         |
| 47. Ibrahimpur Bamrauly        | 84. Tikri Uparhar                |
| 48. Ibrahimpur Naugira Kachhar | 85. Udaiyapur                    |
| 49. Ibrahampur Naugira Uparhar | 86. Ujhini Khalsa Uparhar        |
| 50. Ibmailpur Kotwa            | 87. Ujhini Alma                  |



- |                            |                          |
|----------------------------|--------------------------|
| 88. Umarchha Kachhar       | 124. Dattepur            |
| 89. Aranwa                 | 125. Dayalapur           |
| <b>Handia Tehsil</b>       | 126. Devanipur           |
| 90. Arjun Patti            | 127. Devtaiya            |
| 91. Abawadaudpur           | 128. Dewali              |
| 92. Abepur                 | 129. Daruwa              |
| 93. Atarora Banbaripur     | 130. Eshwarpur           |
| 94. Atorora ird Kote       | 131. Faridpur            |
| 95. Awarta                 | 132. Fatehpur Mafi       |
| 96. Baboopur Bele          | 133. Fatuha              |
| 97. Baboopur Bathar        | 134. Firolepur           |
| 98. Babuwapur              | 135. Fhlaha              |
| 99. Bag Krishan            | 136. Baharpur Dobaha     |
| 100. Bagadaha              | 137. Gaharpur Siyadih    |
| 101. Bagadaha Hawabhabad   | 138. Gaila               |
| 102. Bagaha                | 139. Gaoharpur T. Masari |
| 103. Baghapur              | 140. Garxwa              |
| 104. Birahimpur            | 141. Ghamaha             |
| 105. Bitthalpur Bakamapur  | 142. Gharabhanpur        |
| 106. Bitthalpur Jagdishpur | 143. Govindpur           |
| 107. Biurf                 | 144. Govindpur Dube      |
| 108. Bhend                 | 145. Govindpur Ratipur   |
| 109. Chak A. Azam          | 146. Gulachapa           |
| 110. Chak Abdulla          | 147. Gurgon              |
| 111. Chak Binda            | 148. Habatpur            |
| 112. Chak Budhabharat      | 149. Hakim Patti         |
| 113. Chak Daolat           | 150. Hakimpur            |
| 114. Chak Dasaram          | 151. Harchandpur         |
| 115. Chak Diharam          | 152. Hardaspur           |
| 116. Chak Firole           | 153. Hariharpur Kachar   |
| 117. Dadoupur              | 154. Hariharpur Uparhar  |
| 118. Daleep Chandpur       | 155. Haripur Babana      |
| 119. Dalpatpur             | 156. Haripur Misirpur    |
| 120. Dandl                 | 157. Indrawar            |
| 121. Darogapur             | 158. Itish Ibrahimpur    |
| 122. Dasauti               | 159. Jaguwa Sarai Pitha  |
| 123. Daser                 | 160. Jattapur            |

161. Jalalpur
  162. Jalalpur Chandopara
  163. Jalalpur Mardapur
  164. Jalalpur Mutafaraka
  165. Jogapur
  166. Kabiruddinpur
  167. Kahara
  168. Kailai
  169. Kajipur
  170. Kajipur Fatuha
  171. Kajipur Bathar
  172. Kajipur Utranwa
  173. Kalana
- Phulpur Tehsil**
174. Aata
  175. Abhaipur
  176. Abuba
  177. Adampur
  178. Abra Patti
  179. Ahirain
  180. Akhalaspur
  181. Atmadpur
  182. Auraha Kachhar
  183. Aurama Uparhar
  184. Babhan Kuinyan
  185. Badaruddinpur
  186. Badaura
  187. Badnama
  188. Badra
  189. Bikapur
  190. Bir Kazi
  191. Birapur
  192. Birgapur
  193. Bomapur
  194. Buapur
  195. Chak Abdul Karim Pure Bholai
  196. Chak Abdul Bhakur

197. Chauka Kachhar
198. Chaura Kachhar
199. Chhata
200. Chhatnag Kachhar
201. Chhatnag Uparhar
202. Chikhari
203. Chilaunda
204. Chilaundi
205. Chintamanpur
206. Chitraha
207. Churhai
208. Dalapur
209. Dalipur
210. Damodarpur
211. Dariyapur Gulalpur
212. Dasu Patti
213. Daulatpur
214. Deokali
215. Dudmapur
216. Dudubi
217. Dulhapur
218. Durjanpur
219. Faizullahpur
220. Fatehpur
221. Gopal Patti
222. Gopalapur
223. Gorapur
224. Goshaka Patti
225. Hariram Patti
226. Harju Patti
227. Hasanpur Mai Chak Manbur
228. Ibrahimpur Mazra Katka
229. Ibrahimpur Uparhar
230. Jagbandhan Pura
231. Jhuralleypur
232. Jhubi Kdhana Khab
233. Jiunaraipur

234. Junad Patti  
 235. Junadpur  
 236. Kadi Kandi  
 237. Kaithawal  
 238. Kutab Patti  
 239. Kutab Patti  
 240. Kuwan Dih  
 241. Lakhrawan  
 242. Latifpur  
 243. Lekhrajpur  
 244. Mukundpur  
 245. Mungara  
 246. Muradpur  
 247. Murar Patti  
 248. Murilaypur  
 249. Nababpur  
 250. Nadiani  
 251. Nagaipur  
 252. Naika  
 253. Narai Narainpur  
 254. Narainpur  
 255. Nari  
 256. Nasirapur  
 257. Pure Gopi  
 258. Pure Pandey  
 259. Pure Rudra Shah  
 260. Pure Sukdas  
 261. Raghunathpur  
 262. Rahimapur  
 263. Raidepur  
 264. Raini  
 265. Rajapur Mai Chak Kaji Aolia  
 266. Rajapur  
 267. Rajapur Sani  
 268. Rajpur Mai Sarai Arjani  
 269. Rajupur  
 270. Ram Nagar

271. Ram Nath Patti  
 272. Ramagarh Kuthari  
 273. Ramapur  
 274. Ramnathpur  
 275. Ratewara  
 276. Rithaja  
 277. Rudapur  
 278. Ruhera  
 279. Sadalpur  
 280. Sadamapur  
 281. Sadhupur  
 282. Badrepur  
 283. Sakara  
 284. Suni  
 285.  
 286. Sudanipur Khurd  
 287. Sudenipur Kalan  
 288. Sultanpur  
 289. Sultanpur  
 290. Tala Kachhar  
 291. Taranpur  
 292. Tarapur  
 293. Amina  
 294. Aminabad  
 295. Aminpur Sanwari  
 296. Amura  
 297. Asna Kasimpur  
 298. Atarbuiya  
 299. Awana Alampur  
 300. Babhan Kanti  
 301. Babhanpura  
 302. Badhari Kachhar  
 303. Badhari Uparhar  
 304. Badlepur  
 305. Bahauddinpur  
 306. Bhawan Buri  
 307. Bhelka

- |                             |                                |
|-----------------------------|--------------------------------|
| 308. Bihrozpur              | 345. Mahendra                  |
| 309. Binaikpur              | 346. Mahewa Kachhar            |
| 310. Chak Alaaniaz          | 347. Mahewa Uparhar            |
| 311. Chak Baraha            | 348. Mahmudpur Ukhaiya         |
| 312. Chak Guraini           | 349. Majhiyari Chak Alai Rosha |
| 313. Chak Hindui            | 350. Malakiya                  |
| 314. Chak Kusiari           | 351. Malipur                   |
| 315. Chak Bahanpur          | 352. Malipur Urf Maharajganj   |
| 316. Dorma Kachhar          | 353. Naubasia Uparhar          |
| 317. Dorma Uparhar          | 354. Newari                    |
| 318. Dosipur Jamdua         | 355. Nigaha                    |
| 319. Dugauli                | 356. Nikhdda                   |
| 320. Faridanpur             | 357. Nizampur                  |
| 321. Faridpur               | 358. Osa                       |
| 322. Faridpur Soron         | 359. Pabhosa                   |
| 323. Ghasipur               | 360. Pachabha                  |
| 324. Gobar Sahai            | 361. Pachchhim Sarawan         |
| 325. Gohani                 | 362. Qasimpur                  |
| 326. Gohara Maruifpur       | 363. Qayampur                  |
| 327. Gointha                | 364. Qutub Alampur             |
| 328. Hakimpur               | 365. Rahimpur                  |
| 329. Hasanpur               | 366. Shahpur Kachhar           |
| 330. Hatwa Abbaspur Kachhar | 367. Shahpur Tikari            |
| 331. Hatwa Abbaspur Uparhar | 368. Bhahpur Uparhar           |
| 332. Hisampur               | 369. Bharifpur                 |
| 333. Jamduwa                | 370. Bhivra                    |
| 334. Jamunapur Kachhar      | 371. Sonauli Umarpur           |
| 335. Jamunapur Uparhar      | 372. Sonwara                   |
| 336. Jariha                 | 373. Tahirpur                  |
| 337. Kabraha                | 374. Taiabpur Mangaura         |
| 338. Kalani                 | 375. Tajpur                    |
| 339. Kaparwara              | 376. Thabha Alawalpur          |
| 340. Karaon Khas            | 377. Thabhan                   |
| 341. Lahna                  | 378. Tikri Kali                |
| 342. Lakorma Urf Fazipur    | 379. Tikri Muzaffarpur         |
| 343. Lodhaura Urf Kayampur  | 380. Tikri Nagi                |
| 344. Mahkhat Uparhar        | 381. Tiyaara Jamalpur          |

382. Turdipur  
 383. Ukhatiya Khas  
 384. Umara  
 385. Umarawan Uparhar  
 386. Umrawan Kachhar  
 387. Yusufpur Rara

**Meja Tehsil**

388. Arazi Akorha  
 389. Arazi Fatehbabh  
 390. Arazi Panasa Kachhar  
 391. Arazi Panasa Uparhar  
 392. Arazi Umapur Kalan  
 393. Aruwari  
 394. Atkaiya Galaiya  
 395. Atkharia  
 396. Babhan Patti  
 397. Badhani Ufrandh  
 398. Badaur  
 399. Badauwa  
 400. Baddiha  
 401. Badokhar  
 402. Badokhara  
 403. Badpur Kachhar  
 404. Badpur Uparhar  
 405. Bhuska  
 406. Bigahna  
 407. Bigahni  
 408. Bijaura  
 409. Biratia  
 410. Birha  
 411. Bisari  
 412. Bishenpur  
 413. Bishijan Kalan  
 414. Bishijan Khurd  
 415. Bishunathpur  
 416. Brahawari Kalan  
 417. Chailari

418. Chak Bisun Dati  
 419. Chak Dadar  
 420. Chak Kharihani  
 421. Chak Musahi  
 422. Chak Unchehaka  
 423. Chakarbanpur  
 424. Chakro  
 425. Chamaripur  
 426. Chand Khamaria  
 427. Chandapur  
 428. Chandhas  
 429. Chandi  
 430. Chandra Udaya  
 431. Chapartala  
 432. Chapartala Taffa Chaurasi  
 433. Chapaur  
 434. Chaukatha Lachhan

**Tehsil Soraon**

435. Suphipur  
 436. Surya Bhanpur  
 437. Tajpur Pur  
 438. Tajuddinpur  
 439. Tarti  
 440. Tulsipur  
 441. Udaichandpur  
 442. Udhpur  
 443. Usmanpur  
 444. Vazirabad

**Meja Tehsil**

445. Chaukhata Tiwariyan  
 446. Chouki Mai Arazi Fanasa Kachhr  
 447. Chauki Mai Arazi Fanaba Uparhr  
 448. Chhanana  
 449. Chhapar  
 450. Chwapari  
 451. Chhargere  
 452. Chhatwa Kachhar

453. Chiraon  
 454. Churbana  
 455. Churbana  
 456. Dadar  
 457. Daiya Baburhiya  
 458. Dalaipur  
 459. Dandanpur  
 460. Dari  
 461. Dasauti  
 462. Deel  
 463. Debandh  
 464. Dalaunha  
 465. Deohata Kachhar  
 466. Deohata Uparhar  
 467. Dingurpur  
 468. Dorwa  
 469. Dubepur Kachhar  
 470. Dubepur Ufarhar  
 471. Dughra  
 472. Dulahipur  
 473. Dadeora  
 474. Gaderia  
 475. Gaharpur Khurd  
 476. Gajadharpur  
 477. Garan  
 478. Garar  
 479. Gardtha  
 480. Goble  
 481. Gundunpur  
 482. Gulanpur  
 483. Gunai Gaharpur  
 484. Gurgawan  
 485. Hardiha  
 486. Hardiha  
 487. Hargarh  
 488. Harwari Lakhapur  
 489. Hatr Jagir

490. Hempur  
 491. Ibauta  
 492. Itwa Kalan  
 493. Itwa Khurd  
 494. Jadupur  
 495. Jafra  
 496. Jagipur  
 497. Jaipur  
 498. Jokakai  
 499. Jor  
 500. Jora  
 501. Jorwat  
 502. Kaithwai  
 503. Kakrahi  
 504. Kalyanpur  
 505. Kundwa  
 506. Kunwar Patti  
 507. Kurihar  
 508. Kuriki Kaian  
 509. Kurki Khurd  
 510. Kusumba Kachhar  
 511. Kusumba Uparhar  
 512. Lakhanpur  
 513. Lakhanpur  
 514. Lalitpur  
 515. Lauwakon  
 516. Majra Misha  
 517. Mojra Tewari Tara  
 518. Mokhar  
 519. Mudkati  
 520. Madpsla  
 521. Murghura  
 522. Onaur Uparhar  
 523. Panchauhan  
 524. Panchaunhan  
 525. Panchkari  
 526. Pachkhara

- |                               |                                |
|-------------------------------|--------------------------------|
| 527. Painbath                 | 564. Hisampur Parsakhi Uparhar |
| 528. Udairnal                 | 565. Ichauii                   |
| 529. Udherenga                | 566. Jadubirpur                |
| 530. Udherenga                | 567. Jagannathpur              |
| 531. Ayazmau                  | 568. Juara                     |
| 532. Azizpur                  | 569. Kachh Darya Burd Kachhar  |
| 533. Badaleypur Nandbani      | 570. Kachh Darya Burd Uparhar  |
| 534. Badri Kedar              | 571. Kahara                    |
| 535. Bagaha                   | 572. Kaima                     |
| 536. Baghelapur Kachhar       | 573. Mongari Kara              |
| 537. Baghelapur Kachhar       | 574. Mongri Ammadhath Gaom     |
| 538. Baghelapur Upahar        | 575. Nagia Mai                 |
| 539. Bakhtfyara               | 576. Nandey Mai                |
| 540. Bihamidpur               | 577. Nanmai                    |
| 541. Bipipur Uchrawan         | 578. Nara                      |
| 542. Chak Aimapur Anethee     | 579. Barauboyr Bengali         |
| 543. Chak Auriha              | 580. Narsinghpur               |
| 544. Chak Dajapur             | 581. Nasirpur Faridganj        |
| 545. Chak Bakhteyard Farsipur | 582. Sultanpur Kasar           |
| 546. Chak Bijlipur            | 583. Sultanpur Khwaja Karak    |
| 547. Chak Chamrupur           | 584. Sultanpur Wari            |
| 548. Chak Chamrupur           | 585. Taibapur Shamshabad       |
| 549. Balak Mau                | 586. Tanda                     |
| 550. Bambquopur               | 587. Anitarsuiya               |
| 551. Bamharauli               | 588. Antri Alafh               |
| 552. Bara Haweli Khalsa       | 589. Antri Babawar             |
| 553. Bara Haweliamie          | 590. Antri Kalan               |
| 554. Dolchi                   | 591. Bundawan                  |
| 555. Dondapur                 | 592. Bushira                   |
| 556. Dorma                    | 593. Chak Abhairam             |
| 557. Faridpur Parbakhi        | 594. Chak Antri Dubha          |
| 558. Fatehpur Bela            | 595. Chak Nirasu               |
| 559. Fatehpur Parbakhi        | 596. Chak Noor                 |
| 560. Fatehshahpur             | 597. Chak Firomammad           |
| 561. Fazukour Gopalpur        | 598. Chak Premgir              |
| 562. Gangapua Kaini           | 599. Dihwa                     |
| 563. Gangapur Baru Kachhar    | 600. Fatehpur                  |

- 601. Badaila Kachhar
- 602. Ghatwa
- 603. Ghivdoda
- 604. Bhoghara
- 605. Gorkha
- 606. Harai
- 607. Hardi
- 608. Harduwa
- 609. Hinauti Chandail
- 610. Hinauti Lundail
- 611. Ichhaura
- 612. Ikauni
- 613. Khiri
- 614. Khojwa Baid
- 615. Khojwa Sawar
- 616. Khonpa
- 617. Kuwar
- 618. Lakhanawti
- 619. Lakhanpur
- 620. Madauka Kachhar
- 621. Madauka Uparhar
- 622. Maduri
- 623. Magha
- 624. Muradpur
- 625. Nachwna
- 626. Nadanpur
- 627. Nagra
- 628. Othgi Uparhar
- 629. Pachdeura
- 630. Pachkhara
- 631. Pohpa Kalan
- 632. Pohpa Khurd
- 633. Pura Baijath
- 634. Pura Basis
- 635. Puraini
- 636. Qazipur
- 637. Raipatana
- 638. Paipura

- 639. Riteaiya
- 640. Room
- 641. Saholwa
- 642. Sonaur
- 643. Sonhia
- 644. Suuauri
- 645. Bulmai
- 646. Sunderpur
- 647. Tilakhwar
- 648. Trivenu Structural Ltd.
- 649. Urhari
- 650. Unapur

**Tehsil Soraon**

- 651. Abdullapur
- 652. Achaloopur
- 653. Adampur
- 654. Ahmadpur
- 655. Akaripur
- 656. Arhanpur
- 657. Ariyawan
- 658. Arjunpur
- 659. Babhanpur
- 660. Babhanpur Dera Gadai
- 661. Brisinghpur Afaispur
- 662. Budona
- 663. Chak Bahar
- 664. Chak Dera Gadai
- 665. Chak Dangagir
- 666. Chak Jhankhar Rai
- 667. Duwara Jagdishpur
- 668. Duwari
- 669. Faridpur
- 670. Fatehpur Bundawan
- 671. Gadlyanee
- 672. Ganesipur
- 673. Garabpur
- 674. Gariyanwan
- 675. Gopalpur



- 676. Gopalpur
- 677. Hari Deeh
- 678. Harirampur
- 679. Husenpur
- 680. Ibrahimpur TA Mandara
- 681. Immam Kullipur
- 682. Ismailpur Ta. Badalpur
- 683. Jadopur
- 684. Jugipur
- 685. Judapur Karnai
- 686. Jurapur Jingaha
- 687. Kaliyanpur
- 688. Kaliyanpur Kachhar
- 689. Kursund
- 690. Kutub Uddinpur
- 691. Lakhaneepur
- 692. Lakhanpur Kandu
- 693. Lakhanpur Karan
- 694. Nazarpur
- 695. Nekeilpur
- 696. Parathpur
- 697. Parasadpur
- 698. Purl Shobhai
- 699. Pure Udho
- 700. Raghampur Jangalpur
- 701. Raghauthpur Hardua
- 702. Ragnbanspur
- 703. Ruhi
- 704. Radapuri
- 705. Sahjeepur
- 706. Sakara Mau

#### **PDH Technology of Optical Fibre System**

6356. SHRI RATILAL KALIDAS VERMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the PDH technology of optical fibre system used for connecting exchanges which has become obsolete throughout the world was purchased by the MTNL are lying unused in their stores;

(b) whether excess payment have made to the supplier;

(c) if so, the reasons therefor;

(d) whether the Government propose to make any enquiry against the persons responsible therefor;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. The OFC equipment was the latest state-of-the-technology equipment introduced in the local network by MTNL. PDH was the technology for the OFC equipment during the period in question and it was in line with policies of Department of Telecommunications.

PDH equipment procured by MTNL are not lying unused. The purchase of this equipment was based on the traffic requirements depending upon targets of providing new telephone connections, modernisations of inter-exchange junction net-work and to take care of requirements of various value-added service providers.

(b) and (c) Due to considerate difference in rates given in MTNL PO and the rates subsequently finalised by DOT, MTNL was placed in a situation where it was required to make recoveries from payment already released to suppliers and at no stage it could be visualised that there may be such a huge difference between the rates. The recovery amount comes to Rs. 3.29 crores.

MTNL is in the process of recovering the same; MTNL took legal advice from additional Solicitor General of India and ordered due recoveries. In the process, MTNL ordered invocation of bank guarantee given by the concerned supplies. However, some banks been challenged by the supplier in the Court. One of the supplier has sought for arbitration. Indian Council of Arbitration has already nominated three former Chief Justices of India as Arbitrators and arbitration proceedings have already commenced.

(d) to (f) Question does not arise in view of (b) and (c) above.

#### **Privatisation of Telecom Sector**

6357. SHRI P.S. GADHAVI:

SHRI CHHITUBHAI GAMIT:

SHRI NARAYAN ATHAWALAY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated/ finalised a package of incentive and other policy decision to provide impetus to the process of privatisation of Telecom sector;

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

(c) the estimated private and foreign investment approved and actually taken place in the Telecom sector so far and expected during the current year and next three years;

(d) the details of steps taken/proposed to sort out contentious issues with the private operations; and

(e) the outcome thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) Some of the major policy decisions taken to provide impetus to the process of privatisation of Telcom Sector are indicated below:-

(i) Telecom Service Projects (Basic and Cellular) have been included in the Infrastructure Sector, thus all fiscal benefits, viz., Tax Holiday, enhanced limit of external commercial borrowing, concessional project imports, etc. are available to private operators.

(ii) Amortisation of Licence Fee allowed for tax purposes.

(iii) In respect of Companies in the Infrastructure/ Services Sector where there is a prescribed cap of foreign exchange investment, only the direct investment is now considered for the prescribed cap and foreign investment in the investing company is not set off against this cap provided the foreign direct investment in the investing company does not exceed 49%.

(iv) A Telecom Regulatory Authority of India has been set up, to resolve all disputes between operators of various networks, including their interconnections.

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

(d) and (e) The licensee companies are free to meet or make representations to the concerned officers of DOT with a view to discuss and resolve any problems faced by them. The Government has also set up the Telecom Regulatory Authority of India and this Authority has already started functioning. A number of contentious issues such as assignability of licence, modification in force majeure condition, interconnect charge, payment of advance deposit to DOT etc. have been resolved.

As a result of the steps taken, 2 companies, viz., M/s. Bharti Telenet Ltd. and M/s. Reliance Telecom Pvt. Ltd. signed the licences for Madhya Pradesh and Gujarat Telecom Circles respectively for operating Basic Telephone Service.

#### **Over-Crowding in Hotels**

6358. SHRI SUBRAHMANYAM NELAVALA:

DR. T. SUBBARAMI REDDY:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government issued instructions to the Hotels that over-crowding during the summer should be prohibited;

(b) if so, whether a number of efforts have been made to increase the hotel accommodation so that no foreign tourists are affected;

(c) if so, whether any action plan has been formulated for tourism promotion package which will be sent to the tourists during the off-season; and

(d) if so, the details of the concrete programmes of action plan to promote off-season tourism prepared by the Government?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) and (b) No, Sir. Since summer is generally a lean period where the tourist traffic to all the destinations except the hilly areas is at its lowest. Efforts are however, being made to increase hotel accommodation.

(c) and (d) Marketing of special packages is done by the private trade. The Department of Tourism in its regular marketing programme also takes note of the lean summer season as off-season and tries to promote packages which is an ongoing process.

#### **Construction of New Building of Railway Stations**

6359. SHRI KACHARU BHAI RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are contemplating to construct new building of the railway stations in Maharashtra during 1997-98; and

(b) if so, the details thereof?

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

(b) Re-building/renovation of station buildings at Dadar, Ghatkopar, Thane, Mumbra, Dombivli, Kalyan, Akurdi, Chinchwad, Khadki, Lonavla, Shivajinagar, Nagpur, Andheri and Borivli have been taken up.

#### **Corruption in Purchasing of Various Commodities**

6360. SHRI B.K. GADHVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to organise exhibitions for various commodities for the use of Railways to bring transparency in the purchases undertaken by railways and to remove the scope of corruption; and

(b) if so, the details of centres proposed to be opened by the various zones of the railways for organising such exhibitions?

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

(b) The details of centres proposed to be opened on various zonal railways are as under:

**Phase-I**

Railway	Location of Exhibition
Rly. Board	Delhi
N. Rly.	
RCF	
DCW	

**Phase-II**

Railway	Location of Exhibition
E.Rly.	Calcutta
S.E. Rly.	
CLW	
MTP	
N.E. Rly.	Gorakhpur
DLW	Varanasi
C.Rly.	
W. Rly.	Mumbai
S.C.Rly.	Secunderabad
S.Rly.	
ICE	Madras
Wap	Bangalore
N.F. Rly.	Guwahati

**Financial Assistance to Steel Complex**

6361. SHRI P.C. CHACKO: Will the Minister of STEEL be pleased to state:

(a) whether the Government of Kerala has urged the Union Government to provide technological as well as financial assistance to Steel Complex Limited, Calicut, a State Government Undertaking;

(b) If so whether the Union Government propose to send experts to visit the Steel Complex Limited, Calicut to assess the condition of the said steel complex;

(c) if so, the time by which and if not, the reasons therefor; and

(d) the time by which technological as well as financial assistance would be provided?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The Govt. of Kerala had submitted a proposal to the Central Government for providing technological as well as financial assistance to Steel Complex Ltd., Calicut, a Kerala Gov-

ernment Undertaking.

A Committee of experts from Steel Authority of India Limited (SAIL) has visited and studied the problems being faced by Steel Complex Ltd. SAIL had offered to render technical assistance to the unit, if required by it.

**Difficulties in Seat Clearance**

6362. SHRI G.M. BANATWALLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that the Air India, Calicut office is under-staffed creating difficulties in seat clearance for travelling public as also the authorised agents;

(b) whether any complaint to the effect has been received, particularly from the IATA Agents Association, Calicut; and

(c) if so, what steps have been taken in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) While no complaint has been received from IATA Agents Association, it is a fact that there is substantial workload in Calicut office of Air India. Accordingly, separate staff has been earmarked to attend to the calls from the agents and for servicing them.

**Film on Dr. Bhim Rao Ambedkar**

6363. SHRI ASHOK PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the National Film Development Corporation propose to make a film on Dr. Bhim Rao Ambedkar;

(b) if so, the details thereof; and

(c) the time by which it is likely to be finalised and the expenditure to be incurred on it?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S JAIPAL REDDY): (a) Yes, Sir. The National Film Development Corporation Ltd. is producing a feature film on Dr. Bhim Rao Ambedkar on behalf of the Ministry of Welfare, Government of India and the Government of Maharashtra.

(b) and (c) The budget of the film is Rs. 6 crores out of which a sum of Rs. 1 crore is to be provided by the Government of Maharashtra and the balance of Rs. 5 crores is the share of the Ministry of Welfare.

The film is being directed by Dr. Jabbar Patel. The consultant for the film is Shri Shyam Benegal. Shri Mammotty, the eminent actor of Malayalam cinema, is playing the lead role. After approval of the script and pre-production work, shooting began in August, 1996. 80% of the shooting is complete. The film is expected to be completed by 15.8.97.

### Telecom Facilities in Rural Areas

6364. SHRI C. NARAYANASWAMY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware that the expansion of Telecommunication facilities in rural areas is lagging far behind as compared to urban/semi urban areas;

(b) if so, the ratio of expansion during each of the last two calendar years;

(c) the reasons identified in this regard; and

(d) the steps proposed to be taken to bridge the gap in ratio of expansion?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (d) Information is being collected and will be laid on the Table of the House.

### Multi Crore Scams in AAI

6365. SHRI CHURCHILL ALEMAO:

SHRI DILEEP SANGHANI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some multicore scams have been unearthed in AAI recently;

(b) if so, the details thereof; and

(c) the action taken to check the recurrence of such scam?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) Certain irregularities in the leasing of land by the Airports Authority of India to M/s Hotel Leela Ventures Ltd. at Mumbai Airport allegedly resulting in considerable loss to the Authority is under investigation by the Central Bureau of Investigation.

[Translation]

### 100 KW Capacity Transmitters

6366. SHRIMATI PURNIMA VERMA:

SHRI RAVINDER KUMAR PANDEY:

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

(a) the location-wise places where the TV relay centres of 10 KW capacity is likely to be set up in the country including Uttar Pradesh during the Ninth Five Year Plan;

(b) the time by which the work on setting up of transmission centres with 100 K.W. capacity is likely to be completed; and

(c) the percentage of population is likely to be covered within the range of television transmission in each State after completion of the above work?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) and (b) While there is no scheme to set up 100 KW TV transmitter anywhere in the country, the State-wise details of locations, where 10 KW/1 KW TV transmitters are proposed to be set up under the IX Plan, are given in the attached Statement-I. The actual capacity of the proposed transmitters would depend upon various factors such as technical feasibility and the extent of resultant coverage. Besides, a number of continuing VIII Plan HPT (10 KW) projects are also targetted for completion during 1997-98 and 1998-99.

(c) State-wise percentage of population expected to be covered by TV service after implementation of all the TV projects presently under implementation/proposed to be set up under IX Plan are given in the attached Statement-II

### Statement-I

*State-wise list of locations where high power TV transmitters (10 KW/1 KW) are proposed to be set up during IX Plan subject to availability of fund, land, power supply etc.*

State	Location
1	2
Andhra pradesh	Warangal
	Ongole
	Tezpur
Assam	Jorhat
	Bongaigaon/Kokrajhar
	Silchar (DD-II)
Bihar	Guwahati (DD-II)
	Motihari
	Jamshedpur
Gujarat	Deoghar
	Bhavnagar
	Surat
Haryana	Vadodra
	Radhanpur
	Junagarh
Himachal Pradesh	Hissar
	Dharamshala
	Naushera
Jammu and Kashmir	Poonch (DD-II)

1	2
Karnataka	Mangalore
	Mysore
	Raichur
Kerala	Cannanore
Madhya Pradesh	Ambikapur
	Guna
	Shahdol
	Sagar
Maharashtra	Chandrapur
	Jalgaon
	Mahipatgarh
	Brahmapuri
Meghalaya	Tura (DD-II)
Orissa	Berahampur
Punjab	Amritsar (DD-II)
Rajasthan	Ajmer
	Anupgarh
	Bikaner
	Nathdwara
	Jaisalmer (DD-II)
Tamilnadu	Dharmapuri
	Kumbhakonam
	Tirunelveli
Tripura	Agartala (DD-II)
Uttar Pradesh	Lakhimpur
	Jalaun
	Mussoorie (DD-II)
West Bengal	Balurghat
	Kharagpur
	Krishnanagar
	Shantiniketan
	Murshidabad (DD-II)
Pondicherry	Pondicherry

**Statement-II***Population-wise TV Coverage in States/Union Territories*

Sr. No.	State/U.T.	Percentage of population expected to receive TV service on commissioning of transmitters presently under implementation/envisaged to be set up under IX Plan
1	2	3
01.	Andhra Pradesh	94.3
02.	Arunachal Pradesh	53.0
03.	Assam	88.1
04.	Bihar	96.4
05.	Delhi	99.9
06.	Goa	99.9
07.	Gujarat	96.4
08.	Haryana	99.9
09.	Himachal Pradesh	71.8
10.	Jammu & Kashmir	92.3
11.	Karnataka	82.1
12.	Kerala	99.7
13.	Madhya Pradesh	80.9
14.	Maharashtra	90.2
15.	Manipur	81.2
16.	Meghalaya	97.2
17.	Mizoram	72.6
18.	Nagaland	69.6
19.	Orissa	89.0
20.	Punjab	99.9
21.	Rajasthan	83.7
22.	Sikkim	95.0
23.	Tamil Nadu	96.1
24.	Tripura	93.5
25.	Uttar Pradesh	95.0
26.	West Bengal	99.9
27.	A&N Islands	99.5
28.	Chandigarh	99.9
29.	Dadra & Nagar Haveli	65.0
30.	Daman & Diu	99.9
31.	L'Dweep Islands	99.0
32.	Pondicherry	99.9
National Average		92.8

*[English]***Loaded Working Durgapur Steel Plant**

6367. SHRI SUNIL KHAN: Will the Minister of STEEL be pleased to state:

(a) whether the slag of Durgapur Steel Plant were loaded 81.12 Tons and it shown in the register as booked weighed were 59.89 tons in wagon Box No. 103522 dated 1.3.97 time 10:50:21; and

(b) if so, the details of reasons of excess 21.32 Tons were loaded?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) The Information is being collected and will be laid on the Table of the Lok Sabha.

**Derailments in Western Railway Section**

6368. DR. G.R. SARODE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of incidents of derailments on the Surat-Bhusaval (Tapti Section) section of the Western Railway during the last three years;

(b) the amount of loss suffered by the Railways in all these incidents of derailments;

(c) whether inquiries were conducted to ascertain the causes of these incidents of derailments;

(d) if so, the details of facts in brief come to light as a result of the above inquiries; and

(e) the details of measures taken to prevent the re-occurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There were 4 derailments—one during 1994-95 and three during 1996-97 on the Surat-Bhusaval section of Western Railway.

(b) The cost of damage to railway property in the accidents during 1994-95 and 1996-97 was Rs. 0.27 lakhs and Rs. 2.55 lakhs respectively.

(c) Yes, Sir.

(d) The accident during 1994-95 was due to excessive rain. Out of 3 derailments during 1996-97, 2 were on engineering account and one on mechanical account.

(e) With a view to preventing derailments, maintenance of assets is being given high attention. Monitoring the performance of the staff and counselling those found deficient is another thrust area. Inspections by senior officials are being carried out from time to time to ensure that the staff are on the alert. Staff whose negligence leads to accidents are taken up under the Discipline and Appeal Rules.

**MARR Equipments Orders**

6369. SHRI ANANT GUDHE:

SHRI P.R. DASMUNSI:

DR. T. SUBBARAMI REDDY:

SHRI G.A. CHARAN REDDY:

SHRI C. NARAYANA SWAMY:

SHRI NAMDEO DIWATHE:

SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Communications has conducted an enquiry for showing unjustified haste in placing orders for the multi-access relay radio system involving a loss of Rs. 23 crores to the exchequer;

(b) if so, the outcome of the enquiry;

(c) the steps taken by the Government against the persons responsible therefor;

(d) the steps being taken to ensure that such losses do not occur again in the Department of Communications in future; and

(e) the details of the manufacturers of the above system?

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

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

(e) A Statement in attached.

**Statement***List of manufacturers of MARR systems*

1. I.T.O. Ltd., Bangalore.
2. Gujarat Communication and Electronics Ltd., Vadodara.
3. National Telecom India Ltd., Nashik.
4. Technicom Systems (India) Ltd., Nashik.
5. W.S. Telesystems Ltd., Bangalore.
6. HTL Ltd., Chennai.
7. Shyam Telecom Ltd., Gurgaon.
8. United Telecom Ltd., Bangalore.
9. Punjab Wireless Systems Ltd., Hyderabad.
10. ARM Ltd., Hyderabad.
11. Sinclair Electronics Indl. Pvt. Ltd., Hyderabad.
12. Kaveri Telecom Ltd., Hyderabad.

13. Navnidhi Electronics (P) Ltd., Hyderabad.
14. MIC Electronics (P) Ltd., Hyderabad.
15. Pheonix Technology Corp. Pvt. Ltd., Bangalore.
16. Himachal Futuristic Communications Ltd., Solan.
17. ANCO Communications Ltd., Bangalore.
18. Intercity Cables Pvt. Lrtd., Gurgaon.
19. Goldstone Telecom India Ltd., Secunderabad.
20. Avantel Communications Ltd., Hyderabad.
21. Binfo Electronics Pvt. Ltd., Bangalore.
22. Marine Communications Electronics (India) Ltd., Visakhapatnam.
23. Vintek RF Products Ltd., Bangalore.
24. Phoenix Telecom., Hyderabad-62.

#### **Electrification of Railway Routes**

6370. SHRI SYDAIAH KOTA:

DR. M. JAGANNATH:

Will the Minister of RAILWAYS be pleased to state;

- (a) whether the Railway work between Renigunta and Gudur has been taken up;
- (b) if so, the details thereof;
- (c) whether the electrification work between Renigunta and Hospet has been taken up;
- (d) if so, the approximate expenditure of the projects; and
- (e) the target fixed for the completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Gudur and Renigunta stations are already connected by a broad gauge railway line and are on the national rail network.

However, work of doubling of this section has been included in the Railway Budget of 1997-98, at a cost of Rs. 140 crores. The work will be taken up after requisite clearances are obtained.

(c) to (e) The electrification of Renigunta-Hospet section is an approved work but due to resource crunch, the work has been pended for the time being.

#### **Terminal Facilities at Rourkela Railway Station**

6371. KUMARI FARIDA TOPNO: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government have any proposal to provide terminal facilities at Rourkela Railway Station;
- (b) if so, the time by which such facilities are likely

to be provided; and

- (c) if not, the reasons therefor?

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

- (b) March, 1998.

- (c) Does not arise.

[Translation]

#### **Microwave System in Bilaspur**

6372. SHRI PUNNU LAL MOHLE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Microwave system has yet not been started in Bilha city of Bilaspur district of Madhya Pradesh even after construction of building and Tower thereunder the Plan to join the city with microwave system;

- (b) if so, the reasons therefor; and

(c) the time by which the said system is likely to be started?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. The Microwave System to Bilha City of Bilaspur District of Madhya Pradesh has already been commissioned in March, 1996.

- (b) and (c) Not applicable.

[English]

#### **Delay Flights from Delhi**

6373. SHRI SUDHIR GIRI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the number of delays caused to the Indian Airlines flights from Delhi during 1996;
- (b) the reasons for such delays; and
- (c) the steps taken so far to remove the causes of delays?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) 2895 Indian Airlines flights were delayed out of 11425 take-offs ex-Delhi during the year 1996.

(b) and (c) The flights were delayed due to adverse weather, airport restrictions, VIP movements etc. All technical delays are investigated to pinpoint the cause and remedial action taken, where necessary.

#### **Construction of Over-Bridges in U.P.**

6374. SHRI SOHANVEER SINGH:

SHRI KISHAN LAL DILLER:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether some proposals are pending including the construction of over-bridge at Hathras Junction with the

Government for construction of over-bridge on Railway crossings in Uttar Pradesh;

(b) if so, the details thereof; and

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

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

(b) A Statement is attached.

(c) Completion of the over-bridges depend on fulfilment of the formalities and commitments by the State Governments concerned.

#### Statement

(b)	Proposal	In Lieu of Level Crossing	Cleared/Included in the Budget
(1)	Iradatganj Road Over Bridge on Jabalpur-Allahabad Section.	No. 430-A	Proposal received in March, '72 General Arrangement Drawing approved. Ministry of Surface Transport's approval awaited.
(2)	Jajau Road Over Bridge on Jhansi-Delhi section.	No. 478-A	Proposal received on Oct., '72, location changed, for which Ministry of Surface Transport's approval awaited.
(3)	Orai Road Over Bridge on Jhansi-Kanpur section,	No. 182-B	Proposal received in 1989. Road alignment falling in Railway land requires to be changed.
(4)	Road Over Bridge near Badshah Nagar (Lucknow) Railway Station.	No. 3 ML	Approved in the Budget of 1996-97. State PWD yet to convey acceptance to General Arrangement Drawing and Detailed Estimate of approaches.
(5)	Road Over Bridge near Eye Hospital, Kanpur.	No. 6 Spl.	Municipal Corporation yet to convey acceptance to Detailed Estimate approved in Budget of 1994-95.
(6)	Road Over Bridge at Partapur on Delhi-Saharanpur Section.	No. 21-A	Approved in Budget of 1995-96.
(7)	Road Over Bridge at Hathras on Ghaziabad-Kanpur Section.	No. 95-A	Approved in Budget of 1996-97.
(8)	Road Over Bridge at Aligarh on Ghaziabad-Kanpur. Section.	No. 109-A	Approved in Budget of 1996-97.
(9)	Road Over Bridge at Sakoti-Tanda on Delhi-Saharanpur section.	No. 40-B	Approved in Budget of 1996-97.
10)	Road Under Bridge at Ghaziabad on Delhi-Saharanpur section on Gaushala Road.	No. 154-C	Approved in Budget of 1997-98.



**Communication Services**

6375. SHRIMATI KETAKAI DEVI SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether the Government contemplate to encourage various new communication services;
- (b) if so, the details thereof; and
- (c) the time by when a final decision in this regard is likely to be taken?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) Yes, Sir.

It is proposed to encourage introduction of Intelligent Network (IN) Services in the DOT's network during the 9th Five Year Plan.

**Accreditation to Journalists**

6376. DR. ARUN KUMAR SARMA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the details of accredited journalists belonging to newspapers published from Assam as well as other States of North-Eastern Region;
- (b) the number of applications received/cleared for accreditation to journalists working in newspapers published from these areas during each of the last three years; and
- (c) the reasons for delay in clearing remaining cases?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) As on date, there are three accredited journalists from Assam and one from Tripura, as per details below:

Sl. No.	Name	Organisation
1.	Shri. M.N. Roy Choudhury	Assam Tribune, Guwahati.
2.	Shri. Dev Prakash	The Assam Express, Guwahati.
3.	Shri. P.B. Barthakur	The Dainik Janambhumi, Jorhat.
4.	Shri. Nikhil Bhattacharya	Dainik Sambad, Agartala.

(b) and (c) During the last three years, only 4 (four) applications have been received for accreditation at the headquarters of the Government of India on behalf of

newspapers published from North-Eastern States. The status of cases as well as reason for delay, if any, are as under:

Sl. No.	Name	Organisation	Date of Receipt of Application	Status/Reason for Delay
1.	Shri. Manas Banerjee	Dainik Jugasankha, Silchar	4.1.95	The Circulation Certificate from Registrar of Newspapers for India/Audit Bureau of Circulation is awaited.
2.	Shri. Sukanta Sarkar	Assomiya Pratidin, Guwahati	26.4.96	The case has been closed as he has left the organisation and shifted to another station.
3.	Shri. C.K. Nayak	Shillong Times, Shillong.	28.8.96	Central Press Accreditation Committee has already recommended his case for grant of accreditation in its meeting held on 26.2.97.
4.	Shri. Kalyan Barooah	The Assam Tribune, Guwahati.	28.11.96	Photocopy of appointment letter furnished by the applicant bears over-writing and he has been asked to submit original copy of appointment letter to verify his experience.

[Translation]

**STD/PCO Set up in the Country**

6377. SHRI NIHAL CHAND CHAUHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of STD/PCOs set up in the Country during the last three years, State-wise;

(b) the criteria adopted while according approval to them;

(c) the number of STD/PCOs lying out order in Rajasthan; and

(d) the steps taken/proposed by the Government to rectify the faults?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The information is given in the attached statement.

(b) STD PCOs are allotted by the STD PCO allotment committee constituted one for each SSA consisting of 2 official members and non-official members one each nominated by sitting Members of Parliament representing the SSA. Educational qualification is 8th pass for rural areas and Matric/High School pass for urban areas. Preference is given to the following categories of persons:

1. Handicapped including blind persons.
2. SC/ST Applicants.
3. Ex-Servicemen and War Widows.
4. Retired DOT employees or their dependents.
5. Dependents of Freedom Fighters.
6. Charitable Institutions/Hospitals.

(c) Sir, no complaints pertaining to service matters of STD PCOs are pending.

(d) Complaints of faulty STD PCOs are attended immediately.

**Statement**

Jame of Circle/District	No. of STD PCOs Provided during Last Three Years (1994-95, 95-96 and 96-97)
1	2
J&N	10
J.P	5300
J.ssam	1337
J.ihar	3161
J.ujarat	8512
J.aryana	1952

1	2
J&N	10
J.P	5300
J.ssam	1337
J.ihar	3161
J.ujarat	8512
J.aryana	1952

1	2
H.P.	472
J&K	514
Karnataka	6037
Kerala	5815
M.P.	6800
Maharashtra	8594
N.E.	509
Orissa	2252
Punjab	8009
Rajasthan	5269
T.N.	4097
U.P. (East)	11292
U.P. (West)	
W.B.	2309
Mumbai	4427
Calcutta	4233
Delhi	4328
Chennai	3654
	98883

[English]

**NOC's for Air Taxi Services**

6378. SHRI MRUTYUNJAYA NAYAK:

SHRI SATYAJITSINH DULIPSINH GAEKWAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of NOC's issued by the Government during the last three years for operating private scheduled/non-scheduled air taxi service;

(b) the names and details of the companies/individuals issued that NOC's;

(c) the number of those companies who actually started the service;

(d) the number of these who have applied for extension of NOC's and the details thereof;

(e) the number and details of these whose NOC's have lapsed; and

(f) the criteria adopted and the details of the guidelines issued by the Government in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (e) A statement showing the requisite details (for the last three years) is attached.

(f) In accordance with the extant guidelines effective from 18.9.1996, the initial validity of the NOC to operate

air transport services is one year and six months. However, when the aircraft proposed to be imported is a new one with a definite delivery schedule, extension is allowed for the actual lead time of delivery. Requests for extension beyond this stipulated period are considered by the Aircraft Acquisition Committee on merits.

#### Statement

*Statement showing the status of NOC granted during the period 1st May, 1994 to 30th April, 1997 for operating scheduled/Non-scheduled air transport services*

S.No.	Name of the NOC Holder	Date of Issue	Validity upto	If lapsed, whether applied for extension and if so, period of extension requested	Remarks
1	2	3	4	5	6
<b>A. Scheduled Air Transport Services</b>					
01.	M/s. Mukti Airways Pvt. Ltd.	12.07.95	10.04.97	Yes, for one year	Being placed before the Aircraft Acquisition Committee for consideration.
02.	M/s. Bawa Aviation & Maintenance Pvt. Ltd.	02.11.95	01.11.96	No	
03.	M/s. Clark Air Ltd.	02.11.95	01.05.97	No	
04.	M/s. Classic Airlines Pvt. Ltd.	02.11.95	01.05.97	Yes, for one year	Request has not been agreed to. The Company has been advised to concretize its plans and apply afresh.
05.	M/s. Trans India Airlines Pvt. Ltd.	02.11.95	01.11.97	—	
06.	M/s. United India Airways Ltd.	01.03.96	06.09.97	—	
07.	M/s. Gujarat Airways Ltd.	12.12.95	11.11.96	No	
08.	M/s. Bengal Air Services Ltd.	12.01.96	11.07.97	—	
09.	M/s. Sahara India	12.12.95	11.12.96	—	Operating on Scheduled Operator's Permit since 1.1.1996.
10.	M/s. Orient Airways (P) Ltd.	15.01.96	14.07.97	—	
11.	M/s. JVG Airways	04.03.96			
12.	M/s. Skylark Inland Airways Ltd.	25.07.96	24.07.97		
13.	M/s. North Eastern Airways Ltd.	21.08.96	20.08.97		
14.	M/s. Lufthansa Cargo India Pvt. Ltd. (For Cargo)	21.08.96	20.08.97		
15.	Stallion Airlines Pvt. Ltd.	08.04.97	07.10.98	—	

S.No.	Name of the NOC Holder	Date of Issue	Validity upto	If lapsed, whether applied for extension and if so, period of extension requested	Status
1	2	3	4	5	6
<b>B. Non-Scheduled Air Transport Services</b>					
01.	M/s. Travel Masters	01.07.94	30.12.95	No	
02.	M/s Eastern Airways Ltd.	04.08.94	03.02.96	—	
03.	M/s. United India Airways Ltd.	24.06.94	23.06.97	—	
04.	M/s. Gujarat Airways Ltd.	14.02.95	13.02.96	—	ATO Permit issued on 24.07.95
05.	M/s. Span Air Pvt. Ltd.	05.07.95	04.07.96	—	ATO Permit issued on 24.11.95
06.	M/s. Elbee Aviation Ltd.	18.04.95	17.04.96	—	Air Cargo Permit issued on 16.10.95.
07.	M/s. Transport Corporation of India	12.07.95	For Cargo 11.07.96	No	
08.	M/s. Blue Dart Aviation Ltd.	12.07.95	12.07.96	—	Air Cargo Permit issued on 12.6.96
09.	M/s. GMMCO Ltd.	12.07.95	10.07.97	—	Extension requested for upto 31.12.97 is under consideration.
10.	M/s. Deccan Aviation (P) Ltd.	31.07.95	31.07.97	—	
11.	M/s. Raga Airlines Ltd.	05.10.95	30.10.97	—	
12.	M/s. Narbheram Leasing Co. Pvt. Ltd.	02.11.95	01.11.96	No.	
13.	M/s. Patel Airways	02.11.95	01.11.96	No	
14.	M/s. 1st Aviation	12.12.95	11.12.96	No	
15.	M/s. Indo Pacific Aviation Pvt.	17.01.96	16.07.97	—	
16.	M/s. VIF Airways Maintenance & Engineering Pvt. Ltd.	07.02.96	16.02.97	No	
17.	M/s. Banni Aviation Pvt. Ltd.	25.07.96	24.07.97	—	
18.	M/s. Omni Ital Air (P) Ltd.	12.09.96	11.09.97	—	
19.	M/s. Mahindra Air Services Ltd.	12.09.96	11.09.97	—	
20.	M/s. Century Textiles & Industries Pvt. Ltd.	12.09.96	11.09.97	—	
21.	M/s. Golden Hill Aviation Pvt. Ltd.	12.09.96	11.09.97	—	
22.	M/s. Tata Tea Ltd.	12.09.96	12.09.97	—	Permit for ATO issued on 2.12.1996
23.	M/s. Choudhary Airways Pvt. Ltd.	12.09.96	11.09.97	—	
24.	Government of West Bengal	14.11.96	13.05.98	—	
25.	Government of Rajasthan	26.12.96	25.06.98	—	
26.	M/s. Enbee Aviation Ltd.	26.12.96	25.06.98	—	
27.	M/s. Helicopter Services	26.12.96	25.06.98	—	
28.	M/s. Taneja Aerospace & Aviation Ltd.	26.23.96	25.06.98	—	
29.	M/s. Dwarka Air Taxi	10.03.97	09.09.98	—	
30.	Government of J&K	03.03.97	02.09.98	—	On 30.3.97 DGCA advised to cancel the NOC
31.	M/s. JVG Airways	08.04.97	07.10.98	—	
32.	Government of Maharashtra	08.04.97	07.10.98	—	On the request of State Govt., on 28.4.97 DGCA advised to cancel the NOC

**Number of Postman in Jaipur**

6379. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the area covered by the Jaipur Postal Delivery Department;

(b) whether the number of Postman employed for postal delivery in Jaipur is sufficient;

(c) if not, the steps taken by the Government in this regard;

(d) the names of the places where the land is at the disposal of the department for setting up of Post Offices in Jaipur Circle; and

(e) the amount allocated so far by the Government in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The Jaipur Postal Delivery Department covers an area of 218.26 sq. kms.

(b) No, Sir.

(c) Within the constraints of economy instructions of the Government, optimum deployment of existing staff is being assured so that delivery of dak is not adversely affected.

(d) In Jaipur, land is available at the following 7 places for construction of Post Office buildings:-

1. Jhalana Doongri
2. Mansaroovar Sector No. 2
3. Manasaroovar Sector No. 6
4. Manasaroovar Sector No. 12
5. Muralipura
6. Vaishali Nagar
7. Vidhyadhar Nagar.

(e) The funds allotted for construction of departmental buildings for post offices during last five years for Rajasthan Postal Circle is as stated below:-

Year	Fund allotted in Rupees
1992-93	75,00,000
1993-94	1,87,00,000
1994-95	2,87,00,000
1995-96	58,54,000
1996-97	29,55,000

**Charge For Cellular Phone**

6380. SHRI CHHITUBHAI GAMIT:

SHRI ILIYAS AZMI:

SHRI PARASRAM BHARDWAJ:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the recent order of the Department of Telecommunications (DOT) to increase the charges of call made from fixed phones to cellular mobile phone subscribers in Circles other than the four metros with effect from 15.2.1997 will made the tariff for local calls costlier by the least 24 times;

(b) if so, whether any protest has been lodged to Government in this regard by the Cellular Operators Association to the Government in this regard;

(c) if so, the details thereof;

(d) whether the Government have fixed any ceiling in this regard at the time of issue of licence; and

(e) whether these charges are of International level?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (e) The information is being collected and will be laid on the Table of the House.

**Issuance of Free Travel Passes**

6381. SHRI SUNDER LAL PATWA:

SHRI G.A. CHARAN REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that over 5500 passes for free travel has been issued by the Railways;

(b) if so, whether this has turned out to be a major problem for railway officials;

(c) if so, details thereof;

(d) whether it is also a fact that these passes are issued in the name of single person, who are allowed an additional three or four persons to travel free alongwith the main holder and most of these passengers travel by AC Class-II;

(e) if so, the details thereof;

(f) whether the Government propose to discontinue the issuance of such passes; and

(g) if no, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Free passes are issued to Railways employees as per their entitlements under the Rules on various accounts like duty, transfer,

privilege, post-retirement, etc. Besides, as per the extant policy, Complimentary Card/Cheque passes are issued to Ex-MR/MOS (R)/DMR, ex-MPs, Arjuna Awardees/Olympic Medalists, Gallantry Awardees (Defence), Gallantry Awardees (Police), Presidents/Secretaries of National Sports Federation of India and individuals and organisations at the discretion of Minister of Railways. The Class and the number of persons travelling on these passes are determined as per the specific orders of the competent authority. In the absence of mention of specific period no comments can be given regarding the number of 5500.

(b) No, Sir.

(c) Does not arise.

(d) and (e) Already covered in the reply to part (a) of the Question.

(f) No, Sir.

(g) Passes to the above categories are issued as per extant policy.

#### **Ban on Recruitment in Department of Posts**

6382. PROF. OMPAL SINGH NIDAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to impose a ban on new recruitments in Department of Posts;

(b) if so, the reason therefor;

(c) whether the Government have received representations from various Postal and Telecommunication organisations in this regard; and

(d) if so, the action taken by the Government thereon?

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

(b) to (d) Does not arise.

#### **Activities of Touts**

6383. SHRI S. RAMACHANDRA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government have been drawn to the news-item captioned "clique that dupes rail passengers" appearing in the News Time date March 21, 1997;

(b) if so, the facts thereof; and

(c) the steps taken by the Government to stop the activities of touts especially in regard to "RAC"?

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

(b) Some unauthorised travel agencies are resorting to illegal business of purchase and selling of Railway reservation tickets in twin cities area in Hyderabad and Secunderabad.

(c) South Central Railway has formulated a special team of RPF and Ticket Checking Staff to visit different places and offices and apprehend touts and other unauthorised persons indulging in malpractices in reservations. Moreover, surprise checks are conducted regularly in Reservation/Booking Offices to check the persons indulging in such activities jointly by the Commercial and Vigilance Departments with the help of GRP/RPF and action is taken against them under the Railways Act. As a result of preventive checks conducted by the Zonal Railways during the year 1995 and 1996, 1532 and 1944 touts respectively were apprehended.

#### **Maintenance of Rolling Stock**

6384. SHRI SONTOSH MOHAN DEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have expressed concern over the poor maintenance of rolling stock like coaches, wagons, locomotives and tracks resulting in frequent derailments and disruption of rail traffic;

(b) if so, whether the Government have instructed Railways during the conference of controllers of zonal railways and production units to ensure all round maintenance between the desired level and carrying attitude; and

(c) if so, the extent to which railways have been able to improve the maintenance of rolling stock?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Government has expressed concern regarding train accidents and consequent disruption of rail traffic. Accidents are caused due to sabotage, bomb blasts, terrorist activities, rash and careless driving of road vehicles at level crossings and maintenance/material failure of railway equipment.

(b) Safety in train operation is being accorded the highest priority by the Government and improvement in this direction is an ongoing process. This is an item which is regularly discussed with the General Managers of Zonal Railways and production units during the General Manager's conferences.

(c) There has been a regular improvement in the maintenance of the rolling stock. Equipment failure on rolling stock during 1996-97 have been 10-15% less as compared to the failure during 1995-96.

#### **Mineral Exploration Corporation Ltd.**

6385. SHRI PRAMOD MAHAJAN: Will the Minister of MINES be pleased to state:

(a) whether the Mineral Exploration Corporation Ltd. has been incurring losses;

(b) if so, the details thereof during each of the last three years, and present financial position of the Corporation;

(c) whether the Corporation spent Rs. 4 lakhs on advertising for 52 executives posts;

(d) if so, the details of posts and expenditure incurred so far and the names of persons selected/appointed;

(e) whether the Corporation introduced voluntary retirement scheme in 1991-92;

(f) if so, the reasons therefor and the details of persons who sought voluntary retirement in each year so far;

(g) whether there has been under-utilisation of resources and manpower in the Corporation as reported in 'Financial Express' dated 25th March, 1997; and

(h) if so, the details and reasons therefor in this regard?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Yes, Sir. The details of the losses incurred by Mineral Exploration Corporation Ltd. (MECL) during the last three years are as under:-

Year 1994-95 : Rs. 14.03 crores

1995-96 : Rs. 12.24 crores

1996-97 : Rs. 14.10 crores (Provisional)

MECL has been continuously incurring losses from 1990-91 onwards. The total accumulated losses are of the order of Rs. 64.10 crores.

(c) and (d) The Corporation spent Rs. 4,09,813.10 (Rupees Four lakhs Nine thousand Eight hundred thirteen and paise ten only) on advertisement for 49 posts. The details of posts are as under:-

General Manager (Mining)	1
Chief Manager (Mining)/(P&A)/(Finance)	3
Manager (Finance)	1
Dy. Manager (Mining)	2
Dy. Manager (F. Fin.)	1
Company Secretary	1
Asstt. Manager (Mining)	2
Asstt. Manager (Finance)	1
Sr. Mining Engineer	6
Mining Engineer	5
Management Trainee (Mining)/(P&A)/(Finance)/(Mechanical)	16
Industrial Trainee (Mining)/(Mech.)/(Electrical)	10
<b>Total</b>	<b>49</b>

No person has been appointed as yet.

(e) and (f) MECL introduced Voluntary Retirement Scheme in July, 1992. The main reason for introduction of VRS was to reduce the surplus manpower. The details of employees who opted for retirement under VRS during October, 1992 to 31st March, 1997 are as under:-

Year	Executive	Non-Executive	Total
1992-93 (Oct. 92-March, 93)	07	43	50
1993-94	67	507	574
1994-95	38	238	276
1995-96	07	60	67
1996-97	20	48	68
<b>Total</b>	<b>139</b>	<b>896</b>	<b>1035</b>

(g) and (h) Due to reduced budgetary support for promotional exploration projects and in the absence of adequate contractual exploration projects, there has been under-utilisation of resources and manpower. Due to financial constraints, replacement and repairs of old drilling machines was not possible, hence lower productivity.

[Translation]

#### **Railway Crossings**

6386. SHRI DATTA MEGHE: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway crossings in Nagpur district of Maharashtra;

(b) the number of such railway crossings on which under-bridges or over-bridges are proposed to be constructed and the number of such crossings where bridges have been constructed; and

(c) the reasons for not constructing such bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) 221 Nos.

(b) There are 6 nos. of level crossings on which Road Under Bridges or Road Over Bridges are proposed and 5 nos. of level crossings on which Road Under/Over Bridges have been constructed in Nagpur.

(c) Road Over Bridges/Under Bridges have been considered where proposals have been sponsored by the State Government. For other crossings, no proposals have been sponsored by the State Govt. as yet.

[English]

#### **Stoppage of Bandra Express**

6387. SHRIMATI SUBHAWATI DEVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to make

stoppage of the Bandra Express at Jagatbela Railway station with a view to provide facility to the passengers;

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

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

- (b) Does not arise.
- (c) Not justified.

#### **Stoppage to Sambalpur Hirakud Express at Khurai**

6388. SHRI VIRENDRA KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal is under consideration of the Government to provide stoppage to Sambalpur Hirakud Express at Khurai and Sadan Express at Mandi Bamora Railway Stations;

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

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

- (b) Does not arise.
- (c) Lack of justification.

#### **Policy Regarding Exploration of Minerals**

6389. DR. KRUPASINDHU BHOI:

DR. M. JAGANNATH:

SHRI B.L. SHANKAR:

Will the Minister of MINES be pleased to state:

(a) whether the Government propose to formulate new gold and diamond mining Policy;

(b) if so, the reasons therefor;

(c) the salient features of the policy regarding exploitation of minerals particularly gold and diamond bearing areas;

(d) the details of the potential areas recovered so far;

(e) whether any scheme has been prepared to exploit these areas for export earning;

(f) whether foreign technology have been adopted to modernise the obsolete, closed and many years old mines in the country; and

(g) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) The National Mineral Policy, 1993 envisages induction of

foreign technology and foreign participation in exploration and mining of high value and scarce minerals to be pursued. Foreign equity investment in joint ventures in mining promoted by Indian companies would be encouraged. While foreign investment in equity would normally be limited to 50%, this limitation would not apply to captive mines of any mineral necessary for industry. Enhanced equity holding can also be considered on case to case basis. In line with the policy prescription, 13 minerals, including gold and diamond, hitherto exclusively reserved for public sector, have been thrown open for private sector, including foreign investment. The Central Government has issued guidelines for grant of large areas for aerial prospecting. The grant of mineral concessions for minerals including gold and diamond is governed by the provisions of Mines and Minerals (Regulation and Development) Act, 1957 and the rules made thereunder. The Act and the Rules have been amended to give effect to the policy pronouncements.

(d) As per information furnished by Indian Bureau of Mines, the potential areas discovered are as under:

#### **For Gold**

- (i) Ajjanahalli and Kempinkote area in Karnataka.
- (ii) Bhukia Jagpura area in Banswara distt. Rajasthan.
- (iii) Govanikonda block in Andhra Pradesh.
- (iv) Hira Budhini block, Hutti Muski Schist belt and Chinmulgund area in Karnataka.
- (v) Gurharpahar west block in Sidhi distt., Madhya Pradesh.
- (vi) Koitari, Adyal and Parsodi in Nagpur-Bhandara-Gadchiroli districts of Maharashtra.
- (vii) Saobal and Maski, Surapalli, Jaligere and Saratur. G.K. Halli, Thippagondenahalli, Kunchiganahalli and Dangaradagani area in Karnataka State.

#### **For Diamond**

- (i) Kothapalli block in Andhra Pradesh.
- (ii) Catchment area of Ib, Maini, Mand and Talda-Utiala rivers of Bastar/Raigarh district of Madhya Pradesh.

(e) Grant of prospecting licences/mining leases for minerals including gold and diamond for exploitation is governed by provisions of Mines and Minerals (Regulation and Development) Act, 1957 and rules made thereunder. The export is guided by the provisions of the Export-Import Policy of the country.

(f) and (g) Induction of foreign technology for such mines depends on the techno-economic judgement of the concerned organisations.



**Accommodation to PT&T Employees**

6390. SHRI RAM KRIPAL YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have not provided accommodation to all the employees of Department of Posts and Communication;

(b) the strength of employees of both the Departments separately, State-wise;

(c) the number of employees who have been provided accommodation so far, District-wise, category-wise;

(d) the details of the construction of accommodation during 1996-97, State-wise;

(e) whether the Officers responsible for the Housing construction are not taking interest;

(f) if so, the reasons therefor; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA):

*Department of Post*

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

*Department of Telecom*

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

[Translation]

**IA Service Between Ranchi to Delhi**

6391. SHRI RAM TAHAL CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have introduced Indian airlines service daily between Ranchi to Delhi and Ranchi to Mumbai;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) Indian Airlines, at present, is operating a daily service on Delhi-Patna-Ranchi and return route and thrice a week service on Mumbai-Patna-Ranchi-Calcutta and return route. Due to aircraft capacity constraints and inadequate traffic demand, Indian Airlines has no plans to increase services between Ranchi and Mumbai at present.

**SPO/STD Facility in Hilly Regions**

6392. SHRI BACHI SINGH RAWAT 'BACHDA': Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated any

scheme to open new sub post office and to provide STD facility therein in hilly regions of Uttar Pradesh during 1997-98;

(b) if so, the details thereof; and

(c) if not, the action being taken by the Government on the pending applications?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Post Offices are opened under Annual Plans subject to norm based justification and availability of resources. In hilly regions, relaxed norms relating to income and population are applied while examining the justification of opening of post offices. STD facility is provided on demand/requisition.

(b) During the Annual Plan, 1997-98, it is proposed to open 70 Extra Departmental Branch Post Offices and 6 Departmental Sub Post Offices in the State of Uttar Pradesh which includes the Post Offices to be opened in Hilly Regions.

(c) Does not arise in view of (b) above.

**Construction of Overbridge at Gaushala Crossing in Ghaziabad**

6393. SHRI SUKH LAL KUSHWAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government had sanctioned an overbridge at Gaushala level crossing in Ghaziabad;

(b) if so, the reason for delay in starting the construction work uptill now; and

(c) the time by which the construction work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. Instead a Road Under Bridge has been approved in Budget of 1997-98.

(b) Does not arise.

(c) Detailed Estimate and Plans are finalised and work will be taken up after necessary formalities have been completed by State Govt.

**Production in Bokaro Steel Plant**

6394. SHRI SIBU SOREN: Will the Minister of STEEL be pleased to state:

(a) whether the production capacity of Bokaro Steel Plant has been affected due to the wrong policies of the management during the 1995-96 and 1996-97; and

(b) if so, the steps proposed to be taken by the Government to keep the production capacity of the plant at par with its total capacity?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) No, Sir.

- (b) Does not arise in view of (a) above.

#### **Facilities at Airports**

6395. SHRI K.C. KONDAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail India Technical and Economic Services Limited (RITES) was requested by the Karnataka State Industrial Investment Development Corporation to study the existing facilities available in Airports in Karnataka;

(b) if so, whether RITES had taken up the study of the existing facilities available in Bellary Airport;

(c) if so, whether RITES had submitted its report;

(d) the amount paid by Karnataka State Industrial Investment Development Corporation for such study;

(e) the estimated expenditure involved and the additional facilities required in the Bellary Airport; and

(f) whether a copy of the above report be placed on the table of the House?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Yes, Sir.

(d) The fee payable to RITES for the study for Bellary Airport is Rs. 1.75 lakhs.

(e) The estimated expenditure for upgradation of the airport for operation of Dornier class aircraft (20 seater) is Rs. 235.60 lakhs involving the following:

(i) Runway, taxiway and apron improvements.

(ii) New ATC Tower, fire station, office building, some communication and meteorological aids and ancillary works.

(f) No copy of the report was placed on the Table of the House.

#### **Construction of Rail Gates/Overbridges in Madhya Pradesh**

6396. DR. RAMKRISHNA KUSMARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government have received any proposal from the Government of Madhya Pradesh for construction of rail gates/overbridges at busy railway crossings in Madhya Pradesh;

(b) if so, the details thereof; and

(c) the details of rail gates/overbridges proposed to be constructed in the State?

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

(b) and (c) Details of Rail gates and Over bridges are as under:-

#### **I. Rail Gates:**

(i) Level crossing gate at km 858/11-12 between Bhilai Power Station and Bhilai Nagar.

(ii) Manned level crossing gate at km 725.33 between Dharamkundi and Khutwansa Railway Stations on Itarsi-Khandwa Section on 'deposit' terms.

#### **II. Over Bridges:**

(i) Road Over Bridge at Dewas in lieu of level crossing No. 29 on Ujjain-Indore Section.

(ii) Flyover at Maksi at km 94/10-11 on National Highway No. 3 in lieu of level crossing No. 51.

(iii) Road Over Bridge at Chuchipara at km 717/18-20.

(iv) Road Over Bridge at Itarsi in lieu of level crossing No. 1-B at km 745/14-15 and level crossing No. 255-B at km 740/1-2.

(v) Road Over Bridge at Hoshangabad in lieu of level crossing No. 232-A at km 762/11-12.

(vi) Road Over Bridge at Khandwa in lieu of level crossing at km. 567/4-5.

(vii) Road Over Bridge at Damoh in lieu of level crossing No. 59-A at km 1126/1.

(viii) Road Under Bridge at Satna-Kotwali in lieu of level crossing No. 386-A at km 1178/5-6.

(ix) Road Over Bridge at Birla Nagar in lieu of level crossing No. 425 at km. 1227/13-14.

(x) Road Over Bridge at Betul in lieu of level crossing No. 256 at km 850/7-8.

(xi) Road Over Bridge at Saugar in lieu of level crossing No. 23-A at km 1048/3-4.

(xii) Road Over Bridge at Ratlam in lieu of level crossing No. 192.

(xiii) Road Over Bridge at Indore in lieu of level crossing No. 146.

(xiv) Road Over Bridge at Nagda in lieu of level crossing No. 1.

(xv) Road Over Bridge at Nimbola in lieu of level crossing No. 175 at km 505/12-13.

#### **Development of Railways in Punjab**

6397. SHRI SUKHBIR SINGH BADAL: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of allocated and spent for the infrastructural development of railways in Punjab during the last three years vis-a-vis other States;

(b) the details of the jobs executed thereunder; and

(c) the details of the jobs to be executed during the current financial year?

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

#### Import of Railway Track

6398. SHRI P.R. DASMUNSI:

SHRI B.L. SHANKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the names and quantity of the Railways items imported during the last three years upto March 31, 1997 by the Indian Railways, indicating the names of countries from where have been imported and the amount involved therein, items-wise;

(b) the reasons for the import of these items;

(c) whether any defects had been detected in some items;

(d) if so, the details thereof; and

(e) the steps proposed to be taken to fully indiginised the production of all Railway items in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a)

**Item-60kg Head Hardened Rails.**

**Quantity-60,000 tonnes.**

**Countries from which imported-U.K. (40,000 tonnes) and Canada (20,000 tonnes).**

**Amount-Rs. 143 crores CIF.**

(b) Head Hardened Rails are not being manufactured in India.

(c) No. Sir.

(d) Does not arise.

(e) The requirement of Head Hardened Rails for Indian Railway's being very small, there appears to be no need to develop technology for manufacture of such rails.

[Translation]

#### Complaints of Delayed Money Orders

6399. SHRI ILIYAS AZMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have conducting any inquiry into the complaints of delay in the delivery of Money Orders;

(b) if so, details thereof for the last three years, State-wise;

(c) whether disciplinary action has been initiating by the Department against the alleged guilty employees;

(d) if so, the outcome and action taken thereon; and

(e) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir. Money orders are mostly paid in time. Complaints about delay in payment of money orders which constitute about 0.1% of the total Money Order traffic are enquired into immediately.

(b) During the months of June, 1996 to August, 1996 a special drive was launched and duplicate money orders were issued in 90% of the complaints received, including delay in payment of money orders. The details of the complaints enquired into during the years 1993-94, 1994-95 and 1995-96 are given below:-

Circle	No. of complaints Received and Enquired into		
	1993-94	1994-95	1995-96
Assam	6003	4102	4931
Andhra	15748	13674	18700
Bihar	6833	6805	6730
Delhi	27268	26900	32437
Gujarat	10782	13482	14399
Haryana	6376	5846	5878
Himachal	1593	1646	2300
J&K	1551	1611	1030
Karnataka	15045	18512	21775
Kerala	4907	5646	5011
M.P.	14417	16202	16629
Maharashtra	36079	43592	49699
North-East	8412	8579	8689
Orissa	4432	4981	4337
Punjab	15081	14857	14500
Rajasthan	5606	5888	6618
Tamil Nadu	13332	15566	14963
U.P.	22989	32217	29276
West Bengal	24270	26158	27450
Base P.O.	1427	978	1608
	242139	267242	286960

(c) Yes, Sir.

(d) and (e) Disciplinary action was initiated. During the Years 1993-94, 1994-95 and 1995-96, 117, 210 and 185 officials, respectively were punished.

#### **Running of Jabalpur-Bhopal Intercity Train**

6400. SHRI DADA BABURAO PARANJPE: Will the Ministry of RAILWAYS be pleased to state:

(a) whether the Government are aware about the demands of members of Rail Consumers Advisory Committee Jabalpur, Madhya Pradesh regarding the introduction of Jabalpur-Bhopal Intercity train, running of Jabalpur-Delhi Mahamaya train with full bogies and suitable timings of trains for passengers.

(b) is so, whether the Government propose to take any action in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Demands for introduction of a train between Jabalpur-Bhopal, running of Jabalpur-Nizamuddin Gondwana Express with full load and re-scheduling of Gondwana Express have been examined but have not been found feasible due to operational and resource constraints. Besides, Jabalpur-Nizamuddin Gondwana Express is running with full load between Bina and Nizamuddin.

[English]

#### **New Mineral Exploration Policy**

6401. SHRI K. PRADHANI: Will the Minister of MINES be pleased to state:

(a) whether the Government propose to introduce a new mineral exploration policy;

(b) if so, the details thereof; and

(c) the time by which this policy is likely to be announced?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (c) The policy prescription for exploration of minerals is covered under the National Mineral Policy, 1993. There is no proposal to introduce a separate new mineral exploration policy.

#### **Forfeiture of Bank Guarantees**

6402. SHRIMATI LAKSHMI PANABAKA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the privatisation of basic telephone services suffered a severe set back as the Communications Ministry revoked letters of intent and also forfeiture of bank guarantees of Essar group of companies;

(b) if so, whether from out of 13 companies that have licence so far in the field of basic telephone are now

in jeopardy;

(c) whether the Tara and DoT is already involved in litigation with the controversial Himachal Futuristic Co. Ltd.; and

(d) if so, steps the Government propose to take to revive their licences?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) As against 12 Letters of Intent (LOIs) issued to 8 companies for providing telephone service in 12 Telecom Circles, 2 companies viz. M/s Bharti Telenet and M/s Reliance Telecom., after payment of first year's licence fee, have signed the Licences for Madhya Pradesh and Gujarat Circles respectively. 2 companies holding 3 LOIs have yet to complete formalities and deposit licence fee for conversion of their LOIs into Licences. Remaining 4 companies holding 7 LOIs (including M/s Essar Group holding LOI for Punjab Circle) have filed Civil Suits in the High Court of Dehhi against Government's order for forfeiture of their Earnest Money Bank Guarantees due to their failure to comply with tender provisions. Their cases are sub-judice. Government, however, has made appropriate efforts to resolve a number of issues raised by them to facilitate successful implementation of these projects.

(c) M/s HFCL Bezeq Telecom Ltd., the LOI holding company for Delhi, Haryana, UP (West) and Orissa, has filed Civil Suit in the High Court of Delhi against the Government's action to invoke their Earnest Money Bank Guarantee due to their Non-compliance of tender provisions. Further, Government is not aware of any litigation between M/s Tata and M/s Himachal Futuristic Co. Ltd., the two private sector companies.

(d) The cases are sub-judice in the High Court of Delhi.

[Translation]

#### **Loan to Educated Unemployed Youth for Starting Hotels**

6403. DR. RAMESH CHAND TOMAR:

SHRI DEVI BOX SINGH:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government provide loans on concessional rates to educated unemployed youth of hilly region of Uttaranchal of Uttar Pradesh for starting hotels etc. at tourist spots;

(b) if so, the details thereof;

(c) the criteria being followed to identify the beneficiaries; and

(d) the number of such youth in the Tehri Garhwal and Uttarkashi districts provided loan under the said scheme during the last three years?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) No, Sir. The Government of India does not provide any special concessional loans to educated unemployed youths of hilly region of Uttaranchal of Uttar Pradesh for starting hotels etc. at tourist spots. However, the Department of Tourism has a scheme of giving interest subsidy to those entrepreneurs who wish to invest in hotel projects of one, two and three star approved projects at the rate of 3% discount on interest on loans taken from selected financial institutions. In the travel circuit of Rishikesh-Narendernagar-Gangotri-Badrinath the interest subsidy is higher i.e. 5%. The Government also gives income tax benefit to investment in hotels located in hilly areas.

[English]

#### **Modernisation of Air Traffic Services**

6404. SHRI SATYAJITSINH DULIPSINH GAEKWAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a high level team of officials of the US-Air-Service Company, Raytheon, led by its Vice-President (Transport) Mike Hoeffler, recently visited India for discussion on the Airport project as part of modernisation of Air-traffic services at Bombay and Delhi (MATSBD);

(b) if so, the details of MATSBD project indicating various stages of the project; and

(c) the outcome of the talks with the team?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Under this modernisation project, the complete air traffic control at Delhi and Mumbai airports is being automated with the provision of Flight Data Processing System, Radar Data Processing System, Automatic Self Briefing System and Voice Control Communication System. In addition, the state-of-the-art Radars, including Airport Surveillance Radar, Air Route Surveillance Radar, Monopulse Secondary Surveillance Radar with Mode-S capability and Airfield Surface Detection Equipment are also provided. Site acceptance tests of these systems are in progress in a phased manner. The test on integrated system of Air Traffic Services is expected to be completed by May, 1997 at Delhi and June, 1997 at Mumbai. The total cost of the project is Rs. 423.89 crores, and includes a foreign exchange components of Rs. 266.48 crores.

(c) In the talks, the bottlenecks for the smooth implementation of the project were identified and milestones fixed for the speedy implementation of the project so that there are no further slippages in the project schedule.

#### **Area of Hyderabad-Secunderabad for Local Dialing**

6405. SHRI P.V. RAJESHWAR RAO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the area within which local telephone calls can be done in Hyderabad and Secunderabad in Andhra Pradesh;

(b) whether the Government proposes to extend area limits for local telephone calls in Hyderabad and Secunderabad as is the system in Delhi;

(c) if so, the names of places to which local telephone calls facility is proposed to be provided in Hyderabad and Secunderabad alongwith the time by which the facility is likely to be made available; and

(d) if not, the reasons for not extending the area limits for local telephone calls in Hyderabad and Secunderabad?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Local Call facility is available to the telephone subscribers situated within the area under the jurisdiction of Municipal Corporation of the twin cities of Hyderabad and Secunderabad and Secunderabad Cantonment Board.

(b) No, Sir.

(c) Does not arise.

(d) As per existing policy, Local Area of a multi-exchange system covers the area under the jurisdiction of Municipal Committee/Corporation. Metro cities of Delhi, Mumbai, Calcutta and Chennai have been given special dispensation.

[Translation]

#### **Occupation of Seats of Coolies**

6406. SHRI PAWAN DIWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that coolies occupy seats in the unreserved coaches at railway stations and extort money from passengers in exchange of seats;

(b) if so, the railway stations from which such complaints have been received and the number of such complaints; and

(c) the action taken by the Government against those coolies involved in such activities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Some such instances have come to notice.

(b) During January to December, 1996, 33 complaints were received against the licensed porters of Mumbai CST, Dadar Terminus, Kalyan, Kurla Terminus, Pune, Lucknow, Gorakhpur, New Jalpaiguri, Chennai Central, Howrah, Mumbai Central and Bandra Terminus.

(c) Regular checks are conducted by the railways to curb such activities by the coolies. Licence badges of licensed porters found indulging in malpractices were suspended/terminated wherever the charges were substantiated.

[English]

### Restructuring Measures for Toy Trains

6407. SHRI NARAYAN ATHAWALAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government have been drawn to the news item captioned 'Restructuring measures for toy trains on a bumpy track' appearing in the Asian Age dated March 11, 1997;

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

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

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

(b) and (c) The Railways are aware of the unremunerativeness in the running of trains in the Hill Sections mentioned in the News Item. In order to reduce the losses in running the train services, the following steps have been taken:-

(a) Withdrawal of inflation in distance for charge for passengers fares for travel within the section;

(b) Special steps to boost tourist traffic by tapping the potential for the same.

The implementation of the steps is a continuous process and are carried out without any let up.

[Translation]

### Development of Tourism

6408. SHRI RADHA MOHAN SINGH:

SHRI DEVI BUX SINGH:

Will the Minister of TOURISM be pleased to state:

(a) the details of proposals sent by the State Governments of Gujarat, Bihar and Uttar Pradesh during 1996-97 to develop the identified places of tourist interests in the States;

(b) the details of proposals cleared/rejected/pending by the Union Government;

(c) whether the amount allocated by the Union Government to above States for development of tourism during the last three years have been utilised by the State Government;

(d) if so the details thereof; and

(e) if not, the reasons therefor?

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

(a) and (b) Central Department of Tourism prioritised the

projects/schemes for financial assistance for tourism development in consultation with the State/U.T. Governments, which is an ongoing process. The projects/schemes are sanctioned based on the merits, availability of funds and inter-se priorities. During the year 1996-97, total number of projects/schemes were sanctioned by Central Department of Tourism are as follows:-

	No. of Projects Sanctioned
Gujarat	11
Bihar	4
Uttar Pradesh	17

(c) to (e) During the last three years, Central Department of Tourism has sanctioned Rs. 111.38 lakhs for 16 projects/schemes to Gujarat, Rs. 526.86 lakhs for 32 projects/schemes to Uttar Pradesh and Rs. 268.96 lakhs for 15 projects/schemes to Bihar. The utilisation of funds sanctioned by Central Department of Tourism is the responsibility of the State/U.T. Governments. Funds are released in instalments after receiving utilisation certificates from the State Governments.

### Out of Order Rural Telephone in Uttar Pradesh

6409. SHRI RAMMURTY SINGH VERMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether most of the telephones installed under rural communications system in Uttar Pradesh are lying out of order;

(b) the reasons therefor;

(c) the steps proposed to be taken by the Government to improve such means of communications; and

(d) whether the matter is likely to be got examined through an expert committee?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Sir, most of the telephone exchanges installed under rural communications system in Uttar Pradesh have already been converted into digital electronic exchanges and connections from these exchanges are working satisfactorily. However, there are some problems in maintenance of long distance connections including Village Public Telephones, due to various reasons.

(b) The reasons for interruptions and breakdowns are as follows:-

(i) Remote and inaccessible locations and unsatisfactory transport facilities.

(ii) Theft of overhead lines and wires.

(iii) Unstable power supply.

(iv) Damage due to lightening.

(c) The following steps are being taken to improve the functioning of rural communications including village public telephones and to provide them with the group dialling and STD services.

(i) Over-head alignment is being replaced by underground Cables wherever it is viable and feasible.

(ii) Transmission media is being strengthened by making more use of Radio/Satellite media etc. to provide better communication facilities in rural/hilly areas.

(iii) Power supply is being augmented by providing higher capacity batteries and Engine Generators at rural exchanges.

(iv) All the Village Public Telephones are tested as per schedule from the concerned exchanges for taking corrective action.

The performance of Village Public Telephones is also being monitored at the Headquarters regularly.

(v) Action is being taken to replace the unserviceable MARR equipment.

(d) It is decided to verify the field report regarding the functioning of Village Public Telephones by an Independent Agency to be selected by the Department.

#### **Improvement in Postal Services**

6410. SHRI HANSRAJ AHIR:

SHRI ANNASAHIB M.K. PATIL:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated an action plan for modernisation of postal services and initiate steps to meet the needs of consumers and improve the efficiency, productivity and quality of services rendered at post offices;

(b) if so, details thereof including quality of postal stationery;

(c) whether the quality of ink and rubber/metal stamps used for issuing NSCs, KVPs/IVPs is very poor and very often name of the P.O. and date of issue is not clear; and

(d) if so, the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Yes, Sir. Programmes of modernisation of postal services implemented through respective Annual Plans of the Department are aimed at meeting the needs of consumers and improving the efficiency, productivity and quality of services rendered at post offices. As in the 8th Plan period, Annual Plan 1997-98 contains programmes for modernisation of postal services as indicated below:-

1. Introduction of computer based multi purpose counter machines.

2. Automatisation of mail processing in large nodal centres.

3. Use of Very Small Aperture Terminals (VSATs) for speedy transmission of money orders and provision of other value added services.

4. Use of computers for Savings Bank, Postal life Insurance and Speed Post Operations.

5. Modernisation of counter services and front office activities in selected important post offices.

6. Provision of upgraded operational equipment in more important offices to modernise the work process.

Improvement in quality of postal stationery has been initiated keeping in view the requirement of the new technology being used for mail processing. Designs of inland letter cards, post cards and envelopes have been modified to make them suitable for automated mail processing system.

(c) and (d) No, Sir. The quality of ink and the stamp seals is not poor. There are standing instructions for regular applications of ink and replacement of defective seals to ensure legible impressions of date and name of post office on NSCs, KVPs/IVPs.

[English]

#### **Foreign Investment**

6411. SHRI MANGAT RAM SHARMA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have a proposal to invite Foreign Investors for Investment, for development of tourist places in different States of the country; and

(b) if so, the details thereof;

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) The Government of India has declared Tourism as a high priority industry for foreign investment. Consequently there is a Foreign Investment Promotion Board and a Project Approval Board set up by the Government in order to clear proposals of foreign investment on a priority basis on specific guidelines. The foreign investment upto 51% and NRI investment upto 100% alongwith foreign collaboration in respect of technical consultancy services, franchising, management fee are under the automatic approvals which is cleared by RBI itself (subject to specific percentages).

#### **Microwave Towers in Gujarat**

6412. SHRI CHANDRESH PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of the places where Microwave Towers have been installed and existed at present in the

Tulukas of Jamnagar, Rajkot and Junagadh districts of Gujarat;

(b) the names of Talukas of the above districts where Microwave Tower is not installed;

(c) the reasons therefor;

(d) the time by when these are likely to be provided;

(e) out of the existing Towers how many are in the working order/conditons and non-working orders;

(f) the reasons thereof; and

(g) the steps taken to make them functional?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Details as per statement-I

(b) Details as per statement-II

(c) The towers could not be installed due to non-availability of land.

(d) The Microwave Towers in Jamnagar and Junagadh District Talukas are likely to be installed by March '98 and in Rajkot District Tolukas by October '98 (except at Maliya where tower is not required for the time-being because OFC link is being provided.)

(e) all existing towers are functional except at Lalpur of Jamnagar SSA where the system is yet to be installed.

(f) and (g) Lalpur is the part of the proposed Microwave Link Jamnagar-Lalpur and Bhanwad-Jamjodhpur Link and is likely to be commissioned by March'98.

#### Statement-I

(a) Names of taluka headquarters where micro-wave tower is installed.

Jamnagar District	Rajkot District	Junagadh District
Dhrol	Dhoraji	Keshod
Jamnagar	Gondal	Porbandar
Jodia	Jesdan	Veraval
Khambhalia	Rajkot	Junagadh
Lalpur	Morvi	Kutiyana
Okha	Upleta	Mangrol
	Jetpur	Manavdar
	Kotidasangani	Ranavav
	Paddhari	Talala
	Wankaner	Una
	Jodia	Vanthali

#### Statement-II

(b) Names of taluka headquarters where micro-wave tower is not installed

Jamnagar District	Rajkot District	Junagadh District
Bhanvad	Lodhika	Maliya Hatina
Janjodhpur	Jam Kandorna	Mendarda
Jamkalyanpur	Maliya	Visavadar
Kalavwad		Besan

#### Unauthorised Tourist Guides

6413. CHAUDHARY RAMCHANDRA BENDA: Will the Minister of TOURISM be pleased to state:

(a) whether some unauthorised tourist guides, possessing no valid licences have been charging fee from foreign tourists arbitrarily;

(b) if so, whether such guides take these foreign tourists to their speical shops, from where they get good commission and do not take them to the emporiums of the Government;

(c) whether the Government propose to stop the system of unauthorised guides and to depute Government guides for providing correct information to the foreign tourists; and

(d) if so, the policy of the Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) No such incidents have come to the notice of the Department of Tourism.

(c) and (d) In order to provide approved guides, Department of Tourism conducts Guide Training Programmes form time to time after assessing the requirement at different Tourist Centres. Identity cards are issued to approved Regional Guides and are endorsed by the Archaeological Survey of India to enable them to enter the monuments, historical sites, etc. controlled by them. The State Governments also arrange for training of state and local level guides.

#### Balangir-Khurda Railway Line

6414. SHRI SARAT PATTANAYAK:

DR. KRUPASINDHU BHOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering any proposal to complete Balangir-Khurda railway line project within three years;

(b) if so, the funds earmarked therefor; and

(c) if not, the reasons therefore?



THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. The work is expected to be completed in the 10th Five Year Plan period, subject to availability of resources.

(b) Rs. 2.00 Cr. has been provided in the Budget 1997-98.

(c) Constraint of resources.

[Translation]

#### **Production of Iron Ore**

6415. DR. MAHADEEPAK SINGH SHAKYA:

SHRI NITISH KUMAR:

Will the Minister of STEEL be pleased to state:

(a) whether in view of the existing iron ore deposits in the country, India occupies fourth place among the iron ore producing nations in the world;

(b) if not, the assessment of the Government in this regard;

(c) whether the cost of production of iron ore is much less in our country in comparison to other countries of the World; and

(d) if so, the average cost of production of iron ore in India and other countries for the last three years?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) India occupies Sixth position in the world in terms of reserves of iron ore. As per available information, India was the fifth largest producer of iron ore in the world during 1995.

(c) and (d) The cost of production of iron ore depends upon factors such as technology, quality of iron ore, extent of processing required, geological factors etc. However, as per available information, India is the lowest-cost producer of iron ore in the world, particularly of high grade iron ore.

[English]

#### **Production of Steel**

6416. SHRI SURENDRA YADAV:

SHRI NITISH KUMAR:

Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that a scheme, namely, Memorandum of Understanding was signed between 29th April 1994 and 30th May, 1994 under which 75% of the total production of the Steel Authority of India Ltd. was to be given to selected 100 institutions of the private sector;

(b) if not, the facts in this regard;

(c) whether it is also a fact that soon after signing

the Memorandum of Understanding, the Steel Authority of India Ltd. announced hike in the prices of their products but the above 100 selected institutions remained unaffected by that price rise; and

(d) if so, whether the SAIL have incurred a loss of nearly Rs. 500 crores due to this and if not the facts in this regard?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) About 42 Memoranda of Understanding (MOU) were signed between 29th April, 1994 to 30th May, 1994 for a total quantity of approximately 12,83,105 MT. Out of these 42 customers one was a public sector. MOU with two customers covering 96,400 MT was cancelled subsequently. It is, therefore, not correct that 75% of the total production sold was given to selected institutions.

(c) and (d) Most of the MOUs contained firm price clause upto 31.12.1994 while in the remaining few, prices were firm upto 31.3.95. This was done, by SAIL, as a matter of commercial strategy to keep the price firm for a limited period against an assurance from the customers for guaranteed off-take covering a sizeable amount of the production. This has helped SAIL to develop a dedicated clientele for each product. It is an accepted business practice to have a fixed price under contracts where customers are prepared to have an understanding with the producer for supplies on a long term basis.

[Translation]

#### **Airports in Border Areas of Rajasthan**

6417. SHRI TARACHAND BHAGORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to construct separate airports for the civil air services in the International Border areas of Rajasthan; and

(b) if so, the names of the cities where the said airports are proposed to be constructed?

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

(b) Does not arise.

[English]

#### **Functioning of Nagpur Telephones**

6418. SHRI BANWARI LAL PUROHIT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the functioning of Nagpur Telephones has been deteriorating day by day;

(b) if so, whether the telephone subscribers have to lodge their complaints a number of times to get their lines in order;

(c) whether the behaviour of the employees of

Nagpur Telephones towards subscribers is also not in good taste; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. The functioning of Nagpur Telephones is satisfactory.

(b) No, Sir. The Fault Repair Service has been Computerised in all the major exchanges as per norms and the Subscribers are getting better service.

(c) and (d) No, Sir. The behaviour of the employees with the Subscribers is satisfactory.

Incase of complaint against any employee, the matter is investigated and appropriate action taken.

#### Running of Passenger Trains

6419. DR. ARVIND SHARMA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2895 dated March 13, 1997 and state:

(a) the number of passenger trains (excluding mail

and express trains) running between Delhi and Rohtak via Bahadurgarh fares of whose is less than mail/express trains and which are beneficial for the local people;

(b) if so, the details thereof;

(c) whether keeping in view the increasing number of passengers the problem of operational feasibility, traffic availability and lack of resources in running of passenger trains crop up at this section only;

(d) if so, the details thereof; and

(e) the details of trains halting at this section alongwith the details of the stations and the duration of the halt of these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) 9 pairs of Passengers/Diesel Push-pull trains having less fare than that of mail/express trains are available on the section.

(c) and (d) The problem of running additional passenger trains is there on various sections of Indian Railways including Delhi-Bahadurgarh-Rohtak section.

(e) A Statement showing the details in respect of Passenger trains on Delhi-Rohtak section, is enclosed.

#### Statement

*List showing the details in respect of passenger trains on Delhi-Bhadurgarh-Rohtak section*

#### Up Direction

Station		Train No.								
		1DRB	341	353	3DJ	1DJ	1DJJ	1DR	1TR	3DR
1		2	3	4	5	6	7	8	8	9
New Delhi	a.								18.50	
	d.								18.52	
Sadar Bazar	a.								18.58	
	d.								18.59	
Delhi Jn.	d.	5.05	6.15	8.50	11.45	17.55	15.10	17.00	—	19.55
Delhi Kishanganj	a.	5.15	6.27	9.00	11.55	18.05	15.20	17.10	19.05	20.05
	d.	5.17	6.29	9.02	11.56	18.08	15.22	17.13	19.06	20.06
Vivekanandpuri		—	—	—	—	—	—	—	—	—
Dayabasti	a.	5.22	6.34	9.10	12.01	18.15	15.27	17.19	19.13	20.11
	d.	5.23	6.36	9.11	12.02	18.17	15.29	17.21	19.14	20.12
Shakurbasti	a.	5.35	6.42	9.17	12.08	18.24	15.34	17.27	19.20	20.18
	d.	5.37	6.44	9.19	12.09	18.26	15.39	17.29	19.22	20.19
Mangolpuri Halt	a.	—	6.49	9.24	—	18.31	15.44	17.34	19.27	20.23
	d.		6.51	9.25		18.33	15.46	17.35	19.28	20.24
Nangloi	a.	5.44	6.55	9.29	12.17	18.37	15.50	17.39	19.34	20.29
	d.	5.46	6.57	9.30	12.18	18.39	15.52	17.41	19.35	20.30
Mundka Halt	a.	—	7.04	—	12.21	18.43	16.00	17.45	19.40	—
	d.		7.06		12.22	18.45	16.02	17.46	19.41	

1		2	3	4	5	6	7	8	8	9
Ghevra	a.	5.52	7.13	9.36	12.25	18.49	16.09	17.50	19.46	20.35
	d.	5.54	7.15	9.37	12.26	18.51	16.11	17.52	19.48	20.36
Bahadurgarh	a.	6.01	7.23	9.44	12.32	18.58	16.17	17.59	19.56	20.42
	d.	6.03	7.25	9.46	12.33	19.00	16.19	18.01	19.58	20.43
Asaudah	a.	6.12	7.31	9.53	12.40	19.07	16.26	18.09	20.06	20.50
	d.	6.14	7.33	9.54	12.41	19.09	16.28	18.11	20.08	20.51
Dahkora Halt	a.		7.39	10.00	12.46	19.15	16.33	18.16	20.14	
	d.	—	7.41	10.01	12.47	19.17	16.35	18.17	20.15	—
Sampla	a.	6.25	7.46	10.06	12.52	19.23	16.39	18.22	20.21	21.00
	d.	6.27	7.48	10.07	12.53	19.25	16.41	18.24	20.23	21.01
Ismaila Haryana	a.	6.33	7.55	10.13	12.56	19.30	16.46	18.29	20.28	21.05
	d.	6.35	7.57	10.14	12.57	19.32	16.48	18.30	20.29	21.06
Kharawar	a.	6.43	8.04	10.20	13.03	19.39	16.55	18.37	20.36	21.11
	d.	6.45	8.06	10.21	13.04	19.41	16.57	18.39	20.38	21.12
Asthal Bohar	a.	6.52	8.13	10.30	13.09	19.48	17.03	18.46	20.45	21.17
	d.	6.54	8.15	10.31	13.10	19.50	17.05	18.48	20.46	21.18
Rohtak	a.	7.10	8.32	10.45	13.20	19.57	17.15	19.05	21.00	21.30
	d.	7.15	8.37	—	13.25	20.25	17.25			

**Down Direction**

		Train No.								
Station		2DR	2TR	4DR	2DJ	2DJJ	354	4DJ	6DJ	342
1		2	3	4	5	6	7	8	8	9
Rohtak	a.				8.40	7.40		16.50	19.40	20.25
	d.	4.40	6.25	7.10	9.15	8.10	16.00	17.35	19.50	20.35
Asthal Bohar	a.	4.47	6.32	7.16	9.22	8.17	16.10	17.42	19.57	20.42
	d.	4.49	6.33	7.17	9.24	8.19	16.12	17.43	19.59	20.44
Kharawar	a.	4.56	6.40	7.22	9.31	8.26	16.19	17.50	20.07	20.51
	d.	4.58	6.41	7.23	9.33	8.28	16.21	17.51	20.09	20.53
Ismaila Haryana	a.	5.05	6.46	7.28	9.40	8.35	16.28	17.57	20.18	21.00
	d.	5.07	6.47	7.29	9.42	8.37	16.30	17.58	20.33	21.02
Sampla	a.	5.12	6.54	7.33	9.49	8.43	16.34	18.03	20.38	21.07
	d.	5.14	6.56	7.34	9.52	8.46	16.36	18.04	20.50	21.10
Dahkora Halt	a.		7.02	7.39		8.53	16.43			
	d.	—	7.03	7.40	—	8.55	16.45	—	—	—
Asaudah	a.	5.24	7.09	7.45	9.09	9.03	16.51	18.15	21.05	
	d.	5.26	7.10	7.46	9.11	9.05	16.53	18.16	21.32	—
Bahadurgarh	a.	5.34	7.18	7.53	10.19	9.13	17.00	18.23	21.42	21.29
	d.	5.36	7.20	7.54	10.21	9.15	17.10	18.24	21.44	21.31
Ghevra	a.	5.43	7.27	7.59	10.29	9.23	17.17	18.30	21.52	21.39
	d.	5.45	7.28	8.00	10.31	9.25	17.19	18.31	22.07	21.41
Mundka Halt	a.		7.32	8.03	10.37	9.31	17.24	18.36	22.12	
	d.	—	7.33	8.04	10.39	9.33	17.26	18.37	22.25	—
Nangloi	a.	5.52	7.37	8.07	10.44	9.38	17.30	18.41	22.30	21.57
	d.	5.54	7.39	8.08	10.46	9.40	17.32	18.42	22.40	21.59

1		2	3	4	5	6	7	8	8	9
Mangolpuri Halt	a.	5.59	7.44	8.13	10.51	9.45	17.36	18.46		
	d.	6.01	7.46	8.14	10.53	9.47	17.38	18.47	—	—
Shakurbasti	a.	6.05	7.55	8.19	10.59	9.53	17.52	18.58	22.48	22.13
	d.	6.07	7.57	8.20	11.01	9.55	17.54	19.00	22.50	22.15
Dayabasti	a.	6.13	8.03	8.26	11.07	10.01	18.01	19.06	22.57	22.21
	d.	6.15	8.04	8.27	11.09	10.03	18.03	19.07	22.59	22.23
Vivekanandpuri	a.	6.19	8.08							
	d.	6.20	8.09	—	—	—	—	—	—	—
Delhi Kishanganj	a.	6.25	8.12	8.32	11.16	10.08	18.11	19.13	23.06	22.29
	d.	6.26	8.14	8.33	11.18	10.10	18.13	19.14	23.08	22.33
Delhi Jn.	a.	6.45	—	8.50	11.30	10.20	18.25	19.25	23.20	22.45
Sadar Bazar	a.		8.21							
	d.		8.22							
New Delhi	a.		8.28							
	d.		8.30							

#### Village Provided Telephone Services

6420. SHRI AMAR PAL SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages which have so far been provided telephone connections as on date;

(b) the number of villages which are expected to be covered during 1997-98; and

(c) the time by which the remaining villages are likely to be covered by telephone connections?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Total 267832 villages have been provided with telephone connections as on 1.4.1997

(b) Total 83,000 villages are likely to be covered with telephone facility during 1997-98.

(c) Remaining villages are likely to be covered with telephone facility by the end of Ninth Five Year Plan.

#### Supply of Poor Quality Medicines

6421. SHRI JANG BAHADUR SINGH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that sub-standard and poor quality medicines are being provided to the patients in Divisional Railway Hospital located in Allahabad;

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

(c) whether the Railway Hospitals are inspected regularly by Senior authorities to ensure proper functioning of the hospitals;

(d) if so, the details of inspections made during the last three years indicating the inspecting authority and the details of the shortcomings noticed; and

(e) the remedial action taken against the personnel found responsible for such shortcomings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) No sub-standard and poor quality medicines are being provided to the patients in Divisional Hospital, Allahabad. All supplies are necessarily required to be accompanied with test reports from the suppliers.

(c) to (e) Yes, Sir. During the last three years Railway Hospital, Allahabad was inspected by the Senior authorities such as General Manager, Chief Medical Director, Northern Railway and Divisional Railway Manager, Allahabad on 38 occasions.

Apart from the routine observations and suggestions for further improvement, no substantial shortcomings, serious enough to warrant action against the personnel, were noticed during their inspections of the hospital.

#### Additional News Editors for Hindi Pool in Air

6422. SHRI MUNNI LAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of additional news Editors and other officers appointed for Hindi news pool since its inception in Akashwani in 1993;

(b) the number of officers out of them working therein and the number of posts which are lying vacant;

(c) the percentage of translated news being telecast daily by this pool after the appointment of these officers;

(d) whether the news translated from the English are termed as prepared by the said pool independently; and

(e) if so, the reasons and the measures taken by the Government to scrap this system?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) The details of the additional posts sanctioned for the Hindi news pool in Akashwani are as follows:

(1)	Joint Director	- 1
(2)	News Editor	- 3
(3)	Asstt. News Editor	- 6
(4)	Stenographer	- 6
(5)	Peon	- 6

Total	22
-------	----

(b) Out of these 22 posts, only 3 posts of Assistant News Editor are presently lying vacant.

(c) to (e) : The news bulletins are compiled from the information supplied by multiple sources like Akashwani's own correspondents, national and international news agencies. Some of these agencies operate only in English. The Hindi news pool depending upon their requirement makes use of the translated version. No account is maintained of items prepared from Hindi and English inputs and the percentage thereof.

#### **Missing Wagons**

6423. SHRI CHANDUBHAI DESHMUKH:

SHRI N.J. RATHWA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Board has received any representation from the Government of Gujarat and Gujarat Electricity Board regarding missing of wagons since January, 1996;

(b) if so, the details thereof alongwith the number of missing wagons; and

(c) the value of claims presented by Gujarat Electricity Board in this regard and the claims settled so far?

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

(b) and (c) A statement is attached.

#### **Statement**

A letter has been received from Government of Gujarat requesting that owing to diversion of Coal rakes meant for Gujarat Electricity Board, their claims for not received coal wagons should be settled early.

Coal rakes booked to one Power Plant are at times diverted to another Power Plant primarily to ensure adequate availability of coal with Power Plants. The claims and counter claims which arise due to such diversions are offset of means of periodical match-adjustment of their due wagons with that of excess wagons delivered.

In case of Gujarat Electricity Board, claims for 38378 coal wagons less received have been received from January 1996 to March 1997. Match delivery of 38159 coal wagons have since been granted to them, leaving a claim for 219 coal wagons only. Instructions have been issued to arrange for match delivery in respect of rest of the cases also. As claims are offset by match adjustment on wagon basis, monetary value of the claims is not maintained.

#### **Re-Schedule of Train Timings**

6224. SHRI K.H. MUNIYAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have re-scheduled the train timings for the trains running between New Delhi and Palwal;

(b) if so, the details thereof;

(c) whether it is a fact that no new train has been added in the existing fleet of trains on this route despite the heavy and unmanageable rush of daily passengers; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) No, Sir. However, some morning EMU services were rescheduled temporarily from 20.2.97 to 4.3.97.

(c) and (d) Yes, Sir. However, a number of peak time EMU services on the section were augmented to 12 coaches. Introduction of new services has not been found feasible on account of operational and resource constraints.

#### **Post Offices in Mysore**

6425. SHRI A. SIDDARAJU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices of all categories in Mysore district;

(b) the number of villages which are not covered by Post Offices in the above district; and

(c) the number of new post offices opened in the above district during 1996-97; and proposed to be opened during 1997-98, location-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of post offices of all categories in Mysore District is 605.

(b) The number of villages which are not covered by post offices in the above District is 1355.

(c) No post office was opened in Mysore District during 1996-97.

Post offices are opened subject to norm based justification and availability of resources. There is a target of opening of 3 departmental Sub Post Offices and 30 Extra Departmental Branch Post Offices in Karnataka during the year 1997-98. Allocation of targets is made Circle-wise. The

location for opening of Post Offices depends on merits of each case.

#### **Laying of New Railway Line in Haryana**

6426. COL. RAO RAM SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the projects pending with the Union Government for laying new rail lines in Haryana;

(b) since when each of these projects is pending;

(c) the reasons for delay in clearance of these projects; and

(d) the steps proposed to be taken to expeditious clearance of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No project for laying new lines in Haryana is pending. However, a survey for regional bye-pass line from Khurja to Rohtak via Palwal-Rewari has been completed.

(b) to (d) Do not arise.

#### **New Terminal Building of Vadodara Airport**

6427. SHRI SANAT MEHTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether certain complaints with regard to new terminal building of Vadodara airport were made to the Ministry;

(b) if so, the steps taken in this regard to rectify and what steps are yet to be taken;

(c) whether the central airconditioning system at new air terminal is expected to start functioning; and

(d) if so, by when?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Steps have been taken to rectify the defects. Contracts have been awarded to a reputed hotel to operate the restaurant at the airport. The Baggage trolleys have been increased to 150. Security Hold area has been airconditioned. Car parking area will be expanded. Action has been taken to ensure cleanliness and upkeep of the terminal building.

(c) and (d) The central air conditioning system of the terminal building at Vadodara airport is expected to start functioning by the end of June, 1997.

#### **Sub-Standard Material Supplied by SAIL**

6428. SHRI G. VENKAT SWAMY:

SHRI UTTAMSINGH PAWAR:

Will the Minister of RAILWAYS be pleased to

(a) whether it is a fact that rails supplied by the Steel Authority of India cracked up at the site of Maharashtra and Assam;

(b) if so, the details of such quantity;

(c) whether the Government have decided to import rail from foreign countries in view of the sub-standard material supplied by SAIL; and

(d) if so, the details thereof and quality of rail proposed to be imported including the name of that country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir. Some rails supplied by Bhilai Steel Plant (SAIL) fractured during handling stage at the site of Maharashtra and Assam.

(b) Nearly 32,000 tonnes out of the lots manufactured and despatched during January, 1997 by Bhilai Steel Plant have not been accepted as yet by Railways treating these rails as suspect rails on quality considerations.

(c) No, Sir.

(d) Does not arise.

#### **Diversion of Train to Hubli**

6429. SHRI N. RAMAKRISHNA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "PM seeks diversion of train to Hubli" appearing in the Indian Express dated February 8, 1997;

(b) if so, the facts thereof; and

(c) the steps proposed to be taken by the Government to ensure that the railway routes are developed according to public demands and not at whims of politicians/bureaucrats?

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

(b) Though some public representations were received for diversion of Chennai-Mumbai train via Hubli, no suggestion was received from the then Prime Minister. These were examined and not found feasible.

(c) Train services on the various routes are planned based on public demand, operational feasibility and resource availability.

#### **AI Direct Service to Chicago**

6430. SHRI MUKHTAR ANIS:

SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA:

Will the Minister of CIVIL AVIATION be pleased

(a) whether Air India has inaugurated a direct service to Chicago;

(b) if so, the date of inauguration, the capacity and frequency of the service;

(c) whether the Air-India has taken a large number of non-paying passengers/guests/VIPs after the inauguration;

(d) if so, the names of such guests/VIPs alongwith the journey dates and expenditure beared by the Air India as a result thereof;

(e) whether the Air India has also extended hospitality to those non-paying guests/VIPs in Chicago; and

(f) if so, the per head expenditure incurred thereon?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Effective 30th November, 96, Air India is operating a twice weekly service to Chicago with B747-400 aircraft.

(c) Air India had taken 59 guests in the above flight after the inaugural.

(d) The first group of 18 guests (listed in the statement-I) travelled on 1.2.97 and the second group of 41 guests (listed at in the statement-II) travelled on 8.2.97. The total expenditure incurred by Air India on board and lodging was approximately Rs. 18.56 lakhs.

(e) Yes, Sir.

(f) The notional value of air fare is Rs.1,06,495/- per person. The total cost of board and lodging was approximately Rs. 05.46 lakhs and Rs. 13.10 lakhs respectively.

#### Statement-I

##### *Group of 18 Guests Travelled on February 1, 1997*

Sl. No.	Name	Designation
1	2	3
1.	Shri Ram Tahal Chaudhury	Hon'ble M.P.
2.	Shri Santosh Kumar Gangwar	-Do-
3.	Shri Paban Singh Ghatenwar	-Do-
4.	Shri Gulam Mir Magami	-Do-
5.	Shri P. Namgayal	-Do-
6.	Shri Mahendra Bitha	-Do-
7.	Shri G. Prathapa Reddy	-Do-
8.	Shri Ajit P.K. Jogi	-Do-
9.	Shri T.M. Venkatachalam	-Do-
10.	Shri Sundar Singh Bhandari	-Do-

1	2	3
11.	Shri Manoranjan Bhakta	-Do-
12.	Shri Ram Nagina Mishra	-Do-
13.	Shri John Fernandes	-Do-
14.	Shri Sukhdeo Paswan	-Do-
15.	Shri Ramesh Chennithala	-Do-
16.	Shri G.M. Banatwala	-Do-
17.	Shri D.R. Tiwari, Joint Secretary, M/O Parl. Affairs.	
18.	Shri J.B. Gupta, Deputy Secretary, M/O Parl. Affairs.	

#### Statement-II

##### *Group of 41 Guests Travelled on February 8, 1997*

Sl. No.	Name	Designation
1	2	3
1.	Dr. Mahadeepak Singh Shakya	Hon'ble M.P.
2.	Dr. Ramesh Chandra Tomar	-Do-
3.	Shri Devi Bux Singh	-Do-
4.	Shri P.C. Chacko	-Do-
5.	Shri K.D. Sultanpuri	-Do-
6.	Shri Anand Ratna Maurya	-Do-
7.	Shri Gnaga Charan Rajput	-Do-
8.	Shri P.s. Gadhavi	-Do-
9.	Shri Uttam Singh Pawar	-Do-
10.	Shri Chandra Bhusan Singh	-Do-
11.	Shri Sat Mahajan	-Do-
12.	Shri V. Pradeep Kumar Dev	-Do-
13.	Shri R. Basangoda Patail	-Do-
14.	Shri A.M. Velu	-Do-
15.	Shri A. Siddaraju	-Do-
16.	Shri Langandula Ramana	-Do-
17.	Shri Prabhu Dayal Kathariya	-Do-
18.	Shri Chaman Lal Gupta	-Do-
19.	Shri Anant Maha Devguda	-Do-
20.	Shri Paras Ram Meghwal	-Do-
21.	shri Vishambar Prasad Nishad	-Do-
22.	Shri Balai Chandra Ray	-Do-
23.	Shri Raja Rangappa Naik	-Do-
24.	Shri Shivanand Hemappa Konjalgi	-Do-
25.	Shri S.S. Surjewala	-Do-

1	2	3
26.	Kumari Saroj Khaparde	-Do-
27.	Shri Virendra Kataria	-Do-
28.	Shri Mo Khan Azmi	-Do-
29.	Shri Bratin Sengupta	-Do-
30.	Shri Satya Dev Singh	-Do-
31.	Smt. Saroj Rani	-Do-
32.	Shri E. Ahamed	-Do-
33.	Smt. Zuhara Ahamed	-Do-
34.	Shri Govindram Miri	-Do-
35.	Smt. Parvati Miri	-Do-
36.	Dr. A.K. Patel	-Do-
37.	Dr. K.P. Ramalingan	-Do-
38.	Dr. P.R.S. Venkatesan	-Do-
39.	Shri Raghavji	-Do-
40.	Shri R.C. Tripathi, Secretary, M/O Pari. Affairs.	
41.	Shri Dhani Ram, Under Secretary, M/O Pari. Affairs.	

#### **Projects In North-East Railway**

6431. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether according to experts the projects proposed in Railway Budget during 1996-97 for North-East have been suffering from various drawbacks;

(b) if so, the details of drawbacks;

(c) whether the failure to include the section from New Jalpaiguri to New Bogaigaon on Northeast Frontier Railway for double track is one of the major drawbacks; and

(d) if so, the steps taken/proposed to be taken to rectify the position so that such omission may not lead to serious traffic congestion in the coming years?

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

(b) Does not arise.

(c) and (d) No, Sir. However, Gauge conversion work from New Jalpaiguri-Siliguri-Bongaigaon has been included in the budget 1997-98 and will provide an alternative BG route between New Jalpaiguri to New Bongaigaon, serving the purpose of doubling.

#### **Mineral Exploration Corporation Limited**

6432. DR. KRUPASINDHU BHOI: Will the Minister of MINES be pleased to state:

(a) whether the Mineral Exploration Corporation

Limited has drawn up plans for exploration of minerals during the Ninth Five Year Plan;

(b) if so, the details thereof and the States where Corporation proposes to undertake exploration work;

(c) whether the funds have been sanctioned to the Corporation to undertake the exploration work; and

(d) if so, the details thereof ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Yes, Sir. Plan for exploration drawn by Mineral Exploration Corporation Limited (MECL) includes drilling 18,00,000 metres, mining 10,000 metres, detailed geological mapping 1200 sq. km., sampling and analysis of 3,00,000 samples. MECL has planned for undertaking exploration in the States of Bihar, West Bengal, Madhya Pradesh, Maharashtra, Andhra Pradesh, Arunachal Pradesh, Tamil Nadu, Rajasthan, Gujarat, Karnataka, Uttar Pradesh and Orissa.

(c) and (d) The Government has approved a 9th Plan provision of Rs. 35 crores for promotional and Rs. 25 crores for capital expenditure (provisional).

#### **Silghat-Chaparmukh Railway Service**

6433. SHRI KESHAB MAHANTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Silghat-Chaparmukh railway service has been closed since 1993 causing great inconvenience to travelling public;

(b) if so, the reasons therefor;

(c) whether the Government are likely to consider to re-open the said railway line with immediate effect;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The Silghat-Chaparmukh Railway line is existing. The Chaparmukh-Senchoa section has been converted into broad gauge, but Senchoa-Silghat section has not been in operation since 1993.

(c) and (e) Yes, Sir, by the rehabilitation of the track to make it fit for MG rail bus operation in due course.

#### **Extension of Railway Level Crossings**

6434. DR. M. JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway level crossings at Dairy Farm, Rayalacherum Gate and D.R. Mahal in Tirupati town are likely to be extended;

(b) if so, the width of the proposed extension; and

(c) the time by which the above crossings are likely to be extended?



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

(b) Widened to 10 metres.

(c) Work of all three level crossings has been completed in Dec., 96.

[Translation]

**Extension of Financial Assistance for Development of Buddhist Tourist Centres**

6435. PROF. PREM SINGH CHANDUMAJRA:

SHRIMATI SUSHMA SWARAJ:

Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that financial assistance was extended by the Government for execution of projects relating to the development of several Buddhist tourist centres during the last three years;

(b) if so, the details of the financial assistance extended for each of these projects, State-wise and location-wise;

(c) whether these projects have been completed within their targetted time schedule;

(d) if so, the details thereof; and

(e) if not, the details of the projects yet to be completed showing their revised schedule?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (e) Yes, Sir. The Department of Tourism has extended Central financial assistance to State/Union Territory Govts. for the following projects in Buddhist centres during the last three years:-

(Rs. in Lakhs)

1. Tourist Complex Lama-Yuri (J&K)	17.12
2. Refurbishment and Conservation of Hemis Monstary	19.79
3. Conservation of Spituk/Pethub Monastary	23.97
4. Launch at Nagarjuna Sagar (A.P.)	75.50
5. Tourist Complex at Tabo (H.P.)	28.30
6. Refurbishment Phedong Monastary	30.00
7. Refrubishment Phensong Monastary	30.00
8. Refurbishment Lachung Monastary	6.19
9. Ellora Festival, Ellora	0.50
10. Refurbishment of Monuments at Lalitgiri, Udaigiri, Ratnagiri (Orissa)	76.00
11. Amenities Centre Dhauli (Orissa)	20.26

The implementation and completion of these projects is primarily the responsibility of the State Governments and these projects are at various stages of implementation by the State Govts.

In addition the Overseas Economic Co-operation Fund has provided a soft loan for two projects namely; Development of infrastructure along the Buddhist circuit in U.P. and Bihar for an approx. amount of Rs. 249.14 crores and Conservation and Development of Ajanta and Ellora in Maharashtra for an amount of Rs. 69.48 crores.

[English]

**Recovery of Licence Fees**

6436. SHRI SRIBALLAV PANIGRAHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Rs. 19.20 crores were collected as Licence Fees from basic services holders during the year 1996-97 as against the estimated licence fee of Rs. 2074.72;

(b) if so, the reasons therefor;

(c) the details of the basic services licence holders who have not paid the licence fee till 31.3.97; and

(d) the steps taken by the Government for the recovery of arrears?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The amount of Licence fee realised upto 31.3.97 is Rs. 116.718 crores from two companies which have signed the Licence Agreements.

(b) and (c) 12 Letters of Intent (LOIs) have so far been issued to 8 companies for providing Basic Telephone Service in 12 Telecom Circles. Out of these, only 2 companies have paid the licence fee and signed the licences. 4 companies holding 7 LOIs have filed Civil Suits in the High Court of Delhi against Government's order for invocation of their Earnest Money Bank Guarantees due to their failure to comply with tender provisions and their cases are sub-judice. Remaining 2 companies holding LOIs for 3 Circles are required to pay Licence Fee of Rs. 683.70 crores before signing the Licences.

(d) To expedite signing of remaining Licences, Government has made appropriate efforts to resolve the issues raised by them.

[Translation]

**Speed Post Services**

6437. SHRI RAJENDRA AGNIHOTRI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of the countries to which Speed Post Service is available from Uttar Pradesh; and

(b) the names of the countries likely to be included under this service during the year 1997?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) International Speed Post Service is available to 80 Countries from the following Cities in U.P. are attached as statement.

- |              |                                   |
|--------------|-----------------------------------|
| 1. Agra      | 7. Varanasi                       |
| 2. Allahabad | 8. Meerut                         |
| 3. Dehradun  | 9. Moradabad                      |
| 4. Gorakhpur | 10. Ghaziabad (Extension Counter) |
| 5. Kanpur    | 11. Noida (Extension Counter)     |
| 6. Lucknow   |                                   |

(b) Proposals to extend the International Speed Post Service to Nepal, Mongolia, Botswana, Bulgaria, Barbados, Cayman Islands, Namibia, Poland and Tanzania are under consideration.

#### **Statement**

*List of countries for which the EMS speed post (International) service is available.*

#### **(A) Both Documents and Merchandize**

1. Austria
2. Australia
3. Bangladesh
4. Bermuda
5. Bahrain
6. Bhutan
7. Canada
8. Cyprus
9. Egypt
10. Ethiopia
11. Federal Republic of Germany
12. France
13. Ghana
14. Greece
15. Hong Kong
16. Hungary
17. Iceland
18. Ireland
19. Israel
20. Italy
21. Japan
22. Kenya
23. Latvia
24. Macau
25. Malawi
26. Malaysia

27. Mauritius
28. Morocco
29. Netherland
30. New Zealand
31. Norway
32. Oman
33. Pakistan
34. People's Republic of China
35. Portugal
36. Qatar
37. Republic of Korea
38. Russia
39. Senegal
40. Singapore
41. Spain
42. Sudan
43. Switzerland
44. Turkey
45. Thailand
46. United Arab Emirates
47. United Kingdom
48. United States of America
49. Uganda
50. Vietnam
51. Jordan
52. Romania
53. Combodia
54. Eritrea
55. Estonia
56. Ukraine

#### **(B) Documents Only**

1. Argentina
2. Belgium
3. Cape Verde
4. Denmark
5. El Salvador
6. Guyana
7. Indonesia
8. Iran
9. Iraq
10. Kuwait
11. Luxembourg
12. Maldives
13. Mexico

14. Niger
15. Nigeria
16. Panama
17. Papua New Guinea
18. Rawanda
19. Saudi Arabia
20. Sri Lanka
21. Sweden
22. Tunisia
23. Yemen Arab Republic
24. Zaire

#### **Passenger Amenities at Kurukshetra Railway Station**

6438. SHRI O.P. JINDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the fact that lakhs of pilgrims visit Kurukshetra every year and the railway station is so small that it is very difficult to provide facilities for all the passengers;

(b) if so, whether the Government propose to expand the Kurukshetra railway station as per the requirement and to provide all facilities in view of the above fact;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Adequate facilities to handle the passenger traffic at Kurukshetra are created during the Mela period. Since rush of passengers are only for a very limited duration, creation of permanent facilities are not justified.

[English]

#### **Satellite Earth Station**

6439. SHRI P. NAMGYAL: Will the Minister of COMMUNICATIONS be pleased to refer to the Unstarred Question No. 968 dated November 28, 1996 and state:

(a) whether the answer given about the working of satellite earth station of Thoise was contrary to the fact and the linkage of the said earth station was technically not feasible;

(b) if so, the reasons for giving the incorrect reply and misleading the House;

(c) whether the earth station already installed at Thoise is likely to be shifted to Diskit, the headquarters of Nubra sub division;

(d) if so, the details thereof;

(e) whether a new satellite earth station is likely to be installed at Diskit during 1997; and

(f) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. (Satellite earthstation is already working at Thoise and linkage of Thoise earth station with Diskit on a terrestrial media is technically feasible.

(b) Question does not arise in view of reply to part (a) above.

(c) No, Sir.

(d) Question does not arise in view of reply to part 'c' above.

(e) Satellite earth station using SCPC technology at Thoise is already working which was technically/financially justified at that point in time to meet the requirement for Diskit as well. Now with the stabilisation of MCPC technology, it is also possible to provide direct satellite access to the Diskit telephone exchange. Therefore it is proposed to provide MCPC-VSAT at Diskit during 1997-98 time frame.

(f) Question does not arise in view of reply to part 'e' above.

#### **Telephone Adalats in U.P.**

6440. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Telephone Adalats organised in Uttar Pradesh during the last two years;

(b) the number of cases settled;

(c) whether such Adalats are proposed to be organised at the State level also; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) 23 Telephone Adalats were held during last two years in U.P.

(b) 1519 cases were settled in these Adalats.

(c) and (d) Telephone Adalats are being held in Telecom Circles/districts headed by Telecom District Engineers and above, in all the States/Union Territories.

#### **T.V. Transmitter Project in Maharashtra**

6441. SHRI RAJABHAU THAKRE:

SHRI NARAYAN ATHAWALAY:

SHRI MANIKRAO HODLYA GAVIT:

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

(a) the number of T.V. relay centres HPT/LPT/VLPT functioning in Maharashtra as on March 31, 1997, location-wise;

(b) details of HPTs/LPTs VLPTs approved during 1995-96 in the State and works remained incomplete/not taken up so far and the reasons therefor;

(c) the details of new projects cleared during 1996-97 and location-wise target set for 1997-98;

(d) the details of action taken/proposed on completion of pending/ongoing projects in Vidarbha region of Maharashtra;

(e) whether the Government also propose to convert LPT into HPT in the State; and

(f) if so, the details thereof; location-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): (a) The requisite details are given in the statement-I

(b) Out of 16 Low Power Transmitter (LPT) and 3 Very Low Power Transmitter (VLPT) projects approved for implementation during 1995-96 in the State of Maharashtra, 9 LPTs and 1 VLPT have already been commissioned into service. The remaining 7 LPTs and 2 VLPTs are expected to be made technically ready for commissioning during 1997-98 subject to timely supply of equipment, availability of infrastructural facilities required for the purpose and staff sanction.

(c) TV projects commissioned during 1996-97 and those presently under implementation and targetted for completion in phases during 1997-98 subject to timely supply of equipment and other infrastructural facilities required for the purpose, in the State of Maharashtra are given in the statement-II attached.

(d) 1 HPT, 26 LPTs, 1 VLPT and a studio centre are presently in operation in the Vidarbha Region of Maharashtra. With a view to further strengthen TV service, 2 HPTs, 13 LPTs, 1 VLPT and studio (augmentation) are under implementation/envisaged to be set up in Vidarbha Region in phases subject to availability of financial resources and infrastructural facilities required for the purpose.

(e) and (f) The question of upgrading a few existing LPTs located at strategic locations like highly populated cities into HPTs will be examined after the IX Five Year Plan of the Doordarshan is approved and outlays become known.

#### Statement-I

*Location-wise details of TV transmitters functioning in the State of Maharashtra (as on 31.03.1997)*

Type of Transmitter	Location
1	2
H.P.T.	Ambajogai
	Aurangabad
	Mumbai

1	2
	Mumbai (DD II)
	Mumbai (DD III)
	Nagpur
	Pune
L.P.T.	Achalpur
	Acot
	Aheri
	Ahmednagar
	Akluj
	Akola
	Amalner
	Amravati
	Arvi
	Barshi
	Bhusawal
	Bid
	Brahmapuri
	Buldana
	Chandrapur
	Chandur
	Chikhli
	Chiplun
	Devrukh
	Dhule
	Diglur
	Garhchiroli
	Gondia
	Hinganghat
	Hingoli
	Tchalkaranji
	Jalgaon
	Jalna
	Kankauli
	Karad
	Karanja (Akola)
	Khamgaon
	Kinwat
	Kolhapur
	Malegaon
	Manmad
	Mehekar
	Mhasle
	Morshi
	Nanded
	Nandurbad

1	2
	Nasik
	Navapur
	Osmanabad
	Pandharpur
	Parbhani
	Pusad
	Rajapur
	Ratnagiri
	Rissod
	Sangamner
	Sangli
	Satara
	Shahad
	Shirpur
	Sholapur
	Sironcha
	Umerga
	Wani
	Wardha
	Washim
	Yavatmal
	Nagpur (DD II)
V.L.P.T.	Badlapur
	Bhokar
	Chikaldhara
	Junnar
	Karjat
	Khed
Transposer	Aurangabad

**Statement-II**

*Location-wise details of TV Transmitters commissioned during 1996-97 and those which are presently under implementation and are targetted for completion in phases in 1997-98 in the State of Maharashtra*

TV Transmitters commissioned during 1996-97	TV Projects under Implementation and which are targetted during 1997-98
1	2
L.P.Ts	Studios
Sironcha	Mumbai (Exp.)
Chandur	Nagpur (Aug.)
Shirpur	Pune
Aheri	
Navapur	

1	2
V.L.P.Ts	L.P.Ts
Khed	Mangaon
Bhokar	Khopoli
Badlapur	Mahad
	Umarkhed
	Satana
	Chikoli
	Ambet

**Village Connected with Telephone**

6442. SHRI NITISH BHARADWAJ: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages which have yet to be connected with telephone facilities, State-wise;

(b) whether obsolete and outdated exchanges are being imported; and

(c) if so, the number of such exchanges which have stopped functioning or have started malfunctioning and have been replaced or are being replaced?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) 3,36,542 villages are yet to be connected with telephone facilities. State-wise break up is given in the Statement attached.

(b) and (c) No Exchange is being imported for provision of Village Public Telephone.

**Statement**

*Village public telephone programme: annual and monthly target for 1997-98.*

Sl. No.	Name of Circle	Uncovered Village as on 1.4.97
1	2	3
1.	Andaman Nicobar	181
2.	Andhra Pradesh	8188
3.	Assam	14360
4.	Bihar	63639
5.	Gujarat	4202
6.	Haryana	508
7.	Himachal Pradesh	11922
8.	Jammu & Kashmir	4400
9.	Karnataka	9543
10.	Kerala	0
11.	Madhya Pradesh	36159

1	2	3
12.	Maharashtra	13980
13.	North East	11061
14.	Orissa	30816
15.	Punjab	1245
16.	Rajasthan	20564
17.	Tamil Nadu	3158
18.	Uttar Pradesh (E)	52068
19.	Uttar Pradesh (W)	23149
20.	West Bengal	27352
21.	Calcutta Telephone	47
Total		336542

#### **Expert Committee Report**

6443. SHRI UTTAMSINGH PAWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the expert committee set up by Airport Authority of India on cadre rationalisation has submitted its report; and

(b) if so, the details thereof and the time by which it is proposed to be implemented?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) and (b) The Experts Committee under the Chairmanship of Justice J.D. Jain (Retd.) has submitted its report which broadly deals with the principles of integration of cadres, scales of pay and conditions of service of AAI employees. The report is under examination.

#### **Transfer Policy**

6444. SHRI SOMJIBHAI DAMOR:

SHRI BHANU PRATAP SINGH VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any transfer policy regarding transfer of employees working in the Indian Railways;

(b) if so, whether the such policy is being followed by the Indian Railways;

(c) if so, the reasons for transferring the doctors frequently working under Western and North Eastern Railways;

(d) the details of the doctors working at same place for more than the prescribed limit, zone-wise;

(e) whether the Government have received some complaints about the working of doctors for a long period at one place;

(f) if so, the details thereof; and

(g) the action taken by the Government thereon?

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

(c) to (g) The information is being collected and will be laid on the table of the Sabha.

#### **Statement**

(a) and (b) The extant transfer policy of the Indian Railways provides that the non-gazetted employees can normally be transferred within the Zonal Railway/Division/ Seniority Unit in which they are borne. In case of Group 'B' gazetted officers, the transfers are permissible within the same zonal Railway. In rare and exceptional circumstances, however, the Government has the right to transfer them anywhere in India. In the case of Group 'A' officers of the Indian Railways, the transfer liability is on all India basis. This broad transfer policy is being adhered to.

2. Supplementary to the above policy, there are guidelines issued to the zonal Railways that tenure of postings of officers in the same post should not normally exceed four years. This is, however, subject to administrative convenience, feasibility and interest.

#### **Railway Employees Died due to Negligence of Medical Officers**

6445. SHRI BHANU PRATAP SINGH VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any complaint regarding the death of Railway employees under Eastern Railway, Gorakhpur due to the negligence of Medical officers during 1996;

(b) if so, the details thereof; and

(c) the action taken by the Government against the guilty medical officers?

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

(b) A complaint against Dr. P.D. Singh, Divisional Medical Officer, Chapra, in the case of death of Shri Amamath Yadav, Train Lighting Khalasi on 22.7.96 was received.

(c) The employee was referred to local Civil Hospital because of serious nature of his illness. He was admitted there but unfortunately left against medical advice, which led to further deterioration in his condition. On subsequent referral to Civil Hospital he passed away in transit. Medical officer was not found to be guilty.

#### **Post Offices in Andhra Pradesh**

6446. SHRI AYYANNA PATRUDU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages having post offices in Andhra Pradesh;

(b) the number of Post offices opened in the State during 1996-97 and proposed to be opened during 1997-98; and

(c) the time by which all the villages in the State are likely to be provided postal facilities?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of villages having post offices in the State is 14753.

(b) The number of post offices opened during 1996-97 is as under:-

—Sub Post Offices: 6

—Extra Departmental Branch Post Offices: 6

A target of opening 10 Extra Departmental Branch Post Offices and 2 Departmental Sub Post Offices has been fixed for the year 1997-98.

(c) Post offices are opened progressively under Annual Plans on norm based justification subject to availability of target and resources. As mentioned in (b) above, there is a target of opening 10 Extra Departmental Branch Post Offices in the State of Andhra Pradesh in 1997-98.

#### **Applications For New Telephone Connections in M.P.**

6447. SHRI VIJAY KUMAR KHANDELWAL: Will the

Minister of COMMUNICATIONS be pleased to state:

(a) the number of applicants for new connections in different S.D.T.O. Circles under Hoshangabad and Betul districts of Madhya Pradesh during the last 2 years;

(b) the number of applicants provided new telephone connections and the number of applicants still under the waiting list of the said S.D.O.T. Circles;

(c) the reasons for the delay by the relevant sub-divisional officers;

(d) the approximate period required for clearing the waiting lists; and

(e) the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) The required information is given in the statement.

(c) The reasons for delay are non receipt of materials and other equipments in time.

(d) The waiting list is likely to be cleared by March, 1998.

(e) It is proposed to increase switching capacity in Hoshangabad Telecom District by about 5000 lines and switching capacity in Betul Telecom District by about 3000 lines during 1997-98.

#### **Statement**

SDOT/SDOP	No. of applicants for new connections during Year		New telephone connections provided during Year		No. of applicants still on waiting list as on 1.4.97
	1995-96	1996-97	1995-96	1996-97	
Telecom District Manager Hoshangabad:-					
SDOP	490	588	183	631	667
Itarsi					
SDOT	330	309	53	334	346
Harda					
SDOT	30	18	29	417	59
Piparia					
SDOP	534	219	146	894	286
Hoshangabad					
Telecom District Engineer Betul:-					
SDOT	241	30	411	176	30
Betul					
SDOP	0	369	0	54	369
Betul					
SDOT	182	961	299	360	919
Multai					

**Security Force to Guard Airports**

6448. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to set up an exclusive security force to guard airports and air strips across the country;

(b) if so, the details thereof including the number of personnel and the airports proposed to be guarded; and

(c) the estimated amount involved therein?

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

**Rajkot Telecom District**

6449. DR. VALLABHABHAI KATHIRIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) waiting list of telephones for rural and urban areas of Rajkot telecom district of Gujarat State;

(b) the plan of the Department to vanish this waiting list;

(c) the number of convertor and small equipments are needed to fulfil the equipments of rural areas of the Rajkot Telecom district;

(d) whether there is any demand for Rajkot city area for full-fledged exchange to fulfil the requirement; and

(e) if so, the time by which the Government is going to provide it?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Waiting list as on 1-4-97 for rural and urban areas of Rajkot telecom district of Gujarat State is as under:-

Rural Areas	4712
Urban Areas	13869

(b) It is planned to clear this waiting list by June, 1998 subject to availability of materials and equipments.

(c) The equipment required for the rural areas of Rajkot Telecom district is as under:

1. Upgradation Kits-30

(128P C-DOT to 256P C-DOT)

2. 256p C-DOT-50

3. New SBM Exchanges-5

4. SBM Expansion:

(a) LM 1-3

(b) LM 2-1

(d) No, Sir. There is no requirement for a main exchange in Rajkot city at present.

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

[Translation]

**Analytical Cost**

6450. DR. SATYANARAYAN JATIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of the analytical cost and the amount spent on the construction of building and installed equipments in the newly built Telecommunication Centre at Bharatpur in Ujjain;

(b) the total capacity of consumer Telephone connections of the said exchange and the action plan for expansion in phasis; and

(c) the date on which the said exchange was ready for commencing working and the date on which the Ministry or the Department of Telecommunications would issue directives for commissioning of formal functioning of the said exchange?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) (i) Details of the estimated cost of the building and Equipment for Bharatpur Exchange in Ujjain Rs. 22.31 crs.

(ii) Actual amount spent on construction of building and installed equipment in the newly built Telecom Centre-information is being collected and will be laid on the Table of the House.

(b) (i) Ultimate capacity of exchange:

700 lines for local and 2000 lines for TAX.

(ii) Action Plan for Expansion in phases:-

*Consumer connections:* 4000 lines by June 1997 and 3000 lines by Sept. 1997.

*Tax:*

1000 lines by June 1997

1000 lines by Sept. 1997.

(c) The above mentioned work was commenced around 5.10.1996. Out of 7000 lines, 3000 lines are likely to be ready for working by June 1997 and remaining 4000 lines by Sept. 97. Similarly 1000 lines of TAX is expected to be ready by June 97 and remaining 1000 lines by September, 1997.

[English]

**Purchase of Machinery in BSP**

6451. PROF. RITA VERMA: Will the Minister of STEEL be pleased to state:

(a) the amount spent on purchase of spare parts,



pipes, conveyer belt, motor, and other machinery in Bokaro Steel Plant (BSP) during each of the last three years;

(b) whether items worth crores of rupees are lying open in the premises of Bokaro Steel Plant;

(c) if so, the details and value of items lying there unused; and

(d) if so, the reasons for non-utilisation of these items?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) The value of receipt under various categories for the last three years is as follows:

(Rs. in Crores)

Category	1993-94	1994-95	1995-96
Mechanical Spares	156.44	100.54	114.78
Pipes	6.24	5.14	7.14
Conveyor Belts	9.65	10.41	9.11
Motor and other Electrical spares	27.94	21.12	21.34

The figures for 1996-97 are under audit.

(b) to (d) All items are received in the stores. The stores have both covered and uncovered areas for storing various types of items. The items are kept in the covered stores or uncovered stores depending on the nature of the item and logistics for handling the same. The unmoved items in the uncovered area are heavy mechanical spares, forgings, castings, heavy structural items, heavy pipes etc. The value of such items as on 31.3.1996 is approximately Rs. 21.00 crores. The unmoved items also include insurance spares which are kept in the stores to meet the requirement during unexpected failure of spares. Some of the items are meant to be used during capital repairs/major revamping of equipments. Items are being issued/received in the uncovered area as and when required.

#### Modernisation of Telegraph Services in M.P.

6452. SHRI VISHVESHWAR BHAGAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have taken any initiative for the modernisation of telegraph services in Madhya Pradesh;

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

(c) whether any budgetary allocations have been made for this purpose during the current financial year;

(d) if so, the details thereof; and

(e) the time by when the modernisation of telegraph services likely to be completed in Madhya Pradesh?

THE MINISTER FOR COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) Under the modernisation programme of the Telegraph Network, microprocessor based Store and Forward Message Switching Systems (SFMSS), Electronic Key Board Concentrators (EKBCs), Formatted Terminal Concentrators (FTCs) FAX, Electronic Terminals like Formatted Terminals, Electronic Teleprinters have been installed in M.P. The district wise details are given in the attached statement.

(c) and (d) No separate budgetary allocation has been earmarked.

(e) The modernisation of telegraph services in Madhya Pradesh has already been done to a great extent. However, it is an ongoing process.

#### Statement

*District-wise information regarding modernisation of telegraph services in Madhya Pradesh*

District	SFMSS		Ports	FAX
	64L	32L		
1	2	3	4	5
Balaghat			1	1
Bastar			1	1
Betul			1	1
Bhind			1	1
Bhopal	1		3	6
Bilaspur			3	2
Chhindwara			-	1
Dhar			2	2
Dewas			1	2
Damoh			1	1
Durg			1	1
Datia			2	2
Guna			1	1
Gwalior			1	2
Hoshangabad			2	3
Indore		1	2	4
Jabalpur		1	3	6
Jhabua			3	5
Khandwa			1	1
Khargone			2	2
Mandla			1	2
Mandsor			1	1

	1	2	3	4	5
Morena				1	2
Narsinghpur				1	1
Panna				1	2
Raigarh				-	1
Raipur			1	1	1
Raisen				2	2
Rajgarh				1	1
Rajnandgaon				1	1
Ratlam				1	1
Rewa				1	2
Sagar				1	1
Sarguja				1	1
Satna				1	1
Sehore				1	2
Seoni				1	1
Shahdol				1	1
Shajapur				1	1
Shivpuri				1	1
Sidhi				1	1
Tikamgarh				-	1
Ujjain				2	2
Vidisha				1	1

Legend: SFMSS-Store And Forward Message Switching System.

#### Wireless Long Range Telephones

6453. SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the large number of wireless/antenna long range telephones are installed in Nagaland and Manipur by several prominent persons;

(b) if so, the details thereof;

(c) the scheme under which such communication system has been allowed to be installed; and

(d) whether the Government considers such installations as security threat to India considering local conditions?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No licence has been granted for installation wireless/antenna long range telephones in Nagaland and Manipur.

(b) to (d) Does not arise.

#### Production of Condensor Foils at Bidhan Unit of BALCO

6454. SHRI MAHBOOB ZAHEDI: Will the Minister of MINES be pleased to state:

(a) whether the Government have taken any steps for production of Super Purity Condensor Foils at Bidhan Bag Unit of BALCO; and

(b) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Bharat Aluminium Company Limited (BALCO) has a proposal for establishment of Super Purity Aluminium Condensor Foil Plant subject to techno-economic feasibility of the project.

#### Setting up of Diesel and Electric Locomotives Workshop

6455. SHRI R.L.P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to open new diesel and electric locomotive workshop in Kodarma district of Bihar for undertaking repairing work of diesel and electric engines;

(b) if so, the time by which survey work is likely to be completed in this regard; and

(c) whether the Government propose to work out any time-bound programme for opening the said locomotive workshop?

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

(b) and (c) Do not arise.

#### Laying of New Railway Line from Angamali to Punaloor

6456. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a new line is proposed to be laid down from Angamali to Punaloor in Kerala; and

(b) if so, the details of proposal alongwith estimated cost and time set for its completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The Survey for construction of new line from Angamali to Punaloor has recently been completed and examination of the survey report has been taken up. Further consideration of the proposal would depend upon the results of the examination of the survey report. However, a portion of this line between Angamali and Erumeli has already been covered in a new line work sanctioned between Angamali and Sabarimala in the Budget, 1997-98, at a cost of Rs. 550 crores.

**Introduction of Direct Trains**

6457 SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that till now the passengers of Calcutta are facing hardships in the absence of direct trains from Howrah to Goa, Jaisalmer, Kanyakumari, Dwarka, Hapa, Rajkot, Gandhidham, Porbandar and so on;

(b) if so, whether the Government have considered to fulfil the demand of the people to introduce direct train services from Howrah; and

(c) if so, the time by which a final decision is likely to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Howrah is connected with Gandhidham and Porbandar by 2 and 3 through coaches respectively. The proposal to introduce direct trains between Howrah and Gandhidham, Porbandar, Rajkot, Hapa, Dwarka, Kanniyakumari and Goa have been examined but not found feasible due to operational and resource constraints. The passengers will, for the present, have to avail of changeovers enroute.

**ATC Project**

6458 SHRI PRITHVIRAJ D. CHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Safety Committee appointed by Civil Aviation Ministry has reported that location of Mumbai Air Traffic Control Project (ATC) was in violation of norms prescribed by International Civil Aviation Organisation both in terms of proximity of airport to runway and also of its height;

(b) if so, whether the Government have initiated any vigilance/inquiry into this ill conceived Rs. 40 crores ATC Project with a view to fixing responsibility; and

(c) if so, outcome of the inquiry and if not the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) A Task force has been appointed to implement the recommendations of the Committee. In the meantime use of runway 14/32 at Mumbai airport has been suspended except in an emergency.

**Stoppage of Trains at Sirathu Railway Station**

6459. DR. AMRIT LAL BHARTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Sirathu is a nearest railway station of a pilgrimage centre in Allahabad district and thousands of pilgrims arrive and leave from there daily, but they are facing acute difficulties as only a few trains halt there whereas the Government can easily make halt of 1801 up, 1802 Down, 4083 Up

and 5003 Down trains at the said station;

(b) if so, whether the Government have taken any steps for halting the said trains at Sirathu railway station;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Stoppage of the additional trains at Sirathu station have been examined but not found justified.

**Return Reservation Facilities**

6460. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps are being taken to link Asansol, Raniganj, Durgapur with Delhi, Mumbai, Madras and Secunderabad so as to enable the people of these places to have return reservation facilities;

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

(c) if not, the reasons therefor?

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

(b) Connectivity with the main reservation system of Delhi has been provided at Asansol. A project has been undertaken for networking of the 5 computerised passenger reservation systems of Calcutta, Mumbai, Madras, Delhi and Secunderabad, the software for which has been partially developed. Therefore, it would be feasible to link these places with other systems only after implementation of networking project.

(c) Does not arise.

[Translation]

**Recognised Tourist Centres in Madhya Pradesh**

6461. DR. LAXMINARAYAN PANDEY: Will the Minister of TOURISM be pleased to state:

(a) the details of the places which are recognised as tourist centres in Madhya Pradesh;

(b) whether the Union Government have any plan for the development of these places;

(c) if so, the details thereof;

(d) the number of tourists who visit Khajuraho, Sanchi and Mandau each year;

(e) whether there is popular demand to declare the Pashupatinath, Dharamrajeshwar and Hinglajgarh temples in Mandsaur district of Madhya Pradesh as tourist centres; and

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

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) and (e) and (f) Development and recognition of tourist centres is a continuous process and is primarily the responsibility of the State Govt.

(d) The Department of Tourism does not have any system of recognising or declaring places as tourist centres. However, there are several places in Madhya Pradesh like Bhopal, Gwalior, Indore, Khajuraho, Mandu, Sanchi, etc. which are visited by a large number of tourists. Identification and development of such places is a continuous process and is primarily the responsibility of the State Governments. According to the information available from the State Government, the number of tourists who visited Khajuraho, Sanchi and Mendu during 1995 is given below:

	Domestic (1995)	Foreign
Khajuraho	183811	52102
Sanchi	69554	4409
Mandu	171452	1890

[English]

#### Passenger Aeroplanes

6462. SHRI RAMCHANDRA VEERAPPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of passenger aeroplanes required for the next five years and the details of the schemes of the Ministry to purchase these aeroplanes in future for the smooth functioning of the civil aviation industry and the amount of foreign exchange likely to be spent in the purchase of these aeroplanes;

(b) the target of the investment proposed to be made by the Indian Airlines over the next five years and the sources from where this investment is proposed to be mobilized and the benefit likely to be accrued therefrom; and

(c) whether the private airlines have stressed the need to induct more aeroplanes in view of the increasing traffic and if so, the manner in which they propose to arrange these planes and the details of the sources from where they propose to mobilize funds for this purpose?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) On the basis of optimistic scenario and plan induction of aircraft by private operators and Indian Airlines, the induction of 125 seat capacity aircraft each year in the next 4 years upto 2000 AD has been tentatively assessed as under:-

Year	No. of Aircraft
1997	10
1998	11
1999	12
2000	14

Since private airlines import aircraft generally on lease basis, it is not possible to indicate the amount of foreign exchange likely to be spent. However, in accordance with the projections made by Indian Airlines for the next five years, depending upon the likely growth rates, estimated total investment would be between Rs. 8,883 crores and Rs. 11,340 crores and the foreign exchange content would be of the order of Rs. 8,735 crores to Rs. 11,151 crores, respectively. This investment would be for replacement of old aircraft and to meet the projected traffic growth, which would be met out of external commercial borrowings, injection of equity by the Government, interest free loan/ financial support by the Government etc.

(c) Yes, Sir. Private airlines generally import aircraft on lease basis from foreign sources. On 12th March, 1997 a meeting was held with the representatives of the Department of Banking, leading financial institutions, commercial banks and scheduled airlines to discuss financing policy for private airlines operating in the domestic sector, with a view to facilitating arrangements to meet their long-term requirements. Follow-up action by R.B.I. in this regard is in progress. In the meeting held by R.B.I., Airlines operators have agreed that existing R.B.I. guidelines cover their cases also. In view of this consensus, a review of the R.B.I. guidelines on credit dispensation is not required at this stage. However, R.B.I. intends continuing regular meetings to assess and review the position regarding financing of airlines industry.

#### Supply of Coaches

6463. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of coaches produced by the different coach factories during each of the last three years, coach-wise;

(b) the number of AC1, AC2, AC3, SL, ordinary, EMU coaches supplied to Eastern, South-Eastern and North-East Frontier Railways during the above mentioned period compared to other zonal railways;

(c) the reasons for less supply of coaches to the above mentioned three zonal railways; and

(d) the steps taken by the Government to provide new coaches to Eastern, South-Eastern and North-East Frontier Railways so that old coaches could be replaced and more EMU services could be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There are four units manufacturing coaches in the country, two in Railway Sector, viz. integral Coach Factory and Rail Coach Factory and two in Public Sector, viz. M/s Bharat Earth Movers Ltd. and M/s Jessops & Company Ltd.

## (i) Integral Coach Factory

Type of Coach	1994-95	1995-96	1996-97
Self-Propelled coaches	273	428	374
A.C. Coaches	101	121	72
Non-AC Coaches	406	341	565
Total	780	890	1011
(ii) Rail Coach Factory			
A.C. Coaches	149	150	174
Non-AC Coaches	626	540	746
Total	775	690	920
(iii) Jessops			
Self-Propelled Coaches	15	33	26
(iv) BEML			
Self-Propelled Coaches	9	-	9
Non-AC Coaches	-	139	211
Total	9	139	211

Note: The above figures include coaches manufactured against export orders and for organisations other than Railways.

(b) The details of category-wise coaches supplied to Zonal Railways are as under:-

Railway	1994-95			1995-96			1996-97		
	AC	Non-AC	S.P.	AC	Non-AC	S.P.	AC	Non-AC	S.P.
Central	13	145	62	55	141	82	56	171	38
Eastern	50	340	62	6	26	92	14	131	82
Northern	58	180	66	43	199	57	53	257	56
N.E. Rly.	-	-	-	16	91	-	18	138	5
N.F. Rly.	-	10	-	15	83	6	36	115	2
Southern	36	138	9	41	286	39	111	331	31
S.C. Rly.	17	65	-	21	149	18	17	88	5
S.E. Rly.	-	27	50	29	244	42	31	72	38
Western	76	132	48	36	36	122	69	107	3

Note: S.P. Self-propelled coaches.

(c) and (d) No, Sir. Coaches have been supplied to Eastern, South-Eastern and North-East Frontier Railways as required, taking into account the total production planned during any year.

**Model Share of Freight Traffic**

6464. SHRI SHIVRAJ SINGH:

SHRI BHAKTA CHARAN DAS:

SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the National Transport Policy Committee has suggested any model share of freight traffic for moving through rail and road;

(b) if so, the details thereof;

(c) the actual trends of model share being moved by rail and road presently;

(d) whether the Railways have lost its passenger traffic to airlines and freight traffic to roadways due to hike in railway fares and freights;

(e) if not, the details thereof; and

(f) the remedial steps taken by the Railways to regain its lost passenger traffic and freight traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir. The National Transport Policy Committee (1980) had visualised that the modal split should be in the ratio of 72:28 for rail and road.

(c) In the year 1995-96, Railways carried freight of 270 billion tonne km (btkm). No reliable data is available on the volume of the freight carried by road. However, as per the estimates of Ministry of Surface Transport, freight moved by road transport during the calendar year 1995 is roughly 687 btkm.

(d) and (e): No reliable data is available to indicate any such trend or otherwise.

(f) To attract piece-meal freight traffic, Railways have taken up containerisation.

[Translation]

#### 'MARR' System in Madhya Pradesh

6465. DR. RAM LAKHAN SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the amount spent on MARR system in Madhya Pradesh during each of the last three years;

(b) the number of telephone connections provided and the amount spent thereon, District-wise;

(c) whether most of the telephone connections installed under this system are lying out of order; and

(d) the number of districts in which this system is functioning efficiently?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (d) The information has been called for from the concerned unit. The same will be placed on the Table of the House subsequently.

[English]

#### Air Service at Belgaum (Sambra) Airport

6466. SHRI SHIVANAND H. KOUJALGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether air services have been stopped at Belgaum (Sambra) Airport;

(b) if so, the reasons therefor;

(c) whether there is any proposal to extend the Air Strip at the above airport; and

(d) if so, the cost involved therein and the budgetary provisions made therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Belgaum Airport is operational. It is for aircraft operators to start their services from Belgaum

airport keeping in view the traffic potential and economic viability.

(c) No, Sir.

(d) Does not arise.

#### Electrification of Indore-Ujjain Route

6467. SHRIMATI SUMITRA MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government to electrify Indore-Ujjain Broad gauge line and to convert Ujjain-Indore meter gauge line into broad gauge line;

(b) if so, the details thereof; and

(c) if not, when such proposal based on demand of commuters is likely to be given consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Due to limitations of resources and priority for electrification/conversion of other high density routes, there is no proposal to electrify/convert Indore-Ujjain Broad Gauge line.

#### Upgradation of Badarpur Railway Junction (Assam) as Railway Division

6468. SHRI DWARAKA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Badarpur Railway Junction at Karimganj District in Assam is like nerve-centre of rail service in southern Assam (Barak Valley), but its upgradation as Railway Division has been pending for a long time;

(b) whether any measures have been taken by the Government for its upgradation as Railway Division;

(c) if so, the time by which it is likely to be upgraded as Railway Division; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There are no plans to set up a new division at Badarpur.

(b) to (d) New divisions are set up keeping in view factors like size, workload, accessibility, traffic patterns and other operating/administrative requirements, etc. consistent with the needs of economy and efficiency.

Taking the various factors into consideration the Government has decided to set up 8 new divisions at Agra, Pune, Singrauli, Rangiya, Guntur, Raipur, Ranchi and Ahmedabad.

#### Gauge Conversion

6469. SHRI ANANTHA VENKATARAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail lines being converted into broad gauge in Andhra Pradesh, project-wise;

(b) the funds sanctioned for gauge conversion in the State during the current financial year;

(c) the funds utilised and rail lines converted into broad gauge so far, project-wise;

(d) the steps taken for converting the rail lines between Anantapur and Tirupati;

(e) the time by which the complete rail track is likely to be converted into broad gauge; and

(f) the total funds released for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) The details of gauge conversions presently in progress, lines already converted in Andhra Pradesh, outlay for 1997-98 and expenditure incurred thereon upto 31.3.97, are as under:-

(Rs. in crores)

Name of The Project	Outlay for 1997-98	Exp. upto March'97	Progress Till Date/Target Date for Completion
1. Bolarum-Secunderabad-Dronachellam	53.00	177.98	Secunderabad-Bolarum and Secunderabad-Mehboobnagar sub-sections already completed and commissioned. Mehboobnagar-Dronachellam-Targetted for completion by December, 1997.
2. Guntur-Guntakal-Kalluru	35.00	359.71	Guntur-Donakonda-Giddalur-Nandyal-completed and commissioned. Nandyal-Guntakal completed on 31.3.97. Guntakal-Kalluru targetted for completion by 31.12.98.
3. Katpadi-Pakala-Tirupati	15.00	5.41	Major bridges have been completed. Work is proceeding well and would be completed by October, 1998.
4. Mudkhed-Adilabad Capital fund (partly in Maharashtra)	1.83	5.12	Work is in progress under Build Own-Lease-Transfer (BOLT) Scheme. Target date for completion-March, 1998.
5. Secunderabad-Mudkhed and Jankampet-Bodhan (partly in Maharashtra)	0.01	}	New Projects included in Budget, 1997-98 and will be taken up after requisite clearances have been obtained.
6. Naupada-Gunupur (Partly in Andhra Pradesh)	0.01		
<b>Total</b>	<b>104.85</b>	<b>548.22</b>	

(d) Anantapur to Dharmavaram is already an existing BG line. A survey for gauge conversion of Dharmavaram-Pakala section has been taken up in 1997-98. Further consideration of the project will be possible, once the results of the survey become available. The conversion of Pakala-Tirupati-Katpadi section, is an approved work, which is presently under execution.

(e) Will depend upon the availability of resources.

(f) An amount of Rs. 104.85 crores has been provided for gauge conversions in Andhra Pradesh during 1997-98.

## PAPERS LAID ON THE TABLE

**Annual Report of the Cental Wakf Council, New Delhi for the year 1994-95 etc.**

[English]

12.01 hrs.

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA): I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Wakf Council, New Delhi, for the year 1994-95.

(ii) A copy of the Annual Accounts (Hindi and English versions) the Central Wakf Council New Delhi, for the year 1994-95, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Wakf Council, New Delhi, for the year 1994-95.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed In Library See No. LT. 2051/97]

**MOU between the Telecommunications consultants India Ltd. and the Department of Telecommunications for the year 1997-98**

[Translation]

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): I beg to lay on the Table a copy of the memorandum of Understanding (Hindi and English versions) between the Telecommunications Consultants India Limited and the Department of Telecommunications for the year 1997-98.

[Placed in Library See No. Lt. 2052/97]

**MOU between the Mineral Exploration Corporation Ltd. and the Ministry of Mines for 1997-98 etc.**

[English]

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions):—

(i) Memorandum of Understanding between the Mineral Exploration Corporation Limited and the Ministry of Mines for the year 1997-98.

[Placed in Library See No. LT. 2053/97]

(ii) Memorandum of Understanding between the Hindustan Zinc Limited and the Ministry of Mines for the year 1997-98.

[Placed in Library See No. LT. 2054/97]

(iii) Memorandum of Understanding between the Bharat Aluminium Company Limited and the Ministry of Mines for the year 1997-98.

[Placed in Library See No. LT. 2055/97]

(iv) Memorandum of Understanding between the Steel Authority of India Limited and the Ministry of Steel for the year 1997-98.

[Placed in Library See No. LT. 2056/97]

(v) Memorandum of Understanding between the Rashtriya Ispat Nigam Limited and the Ministry of Steel for the year 1997-98.

[Placed in Library See No. LT. 2057/97]

**Annual Report of the Airports Authority of India for the year 1995-96 and Audited Accounts etc.**

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Airports Authority of India for the year 1995-96, alongwith Audited Accounts, under sub-section (4) of section 28 of the Airports Authority of India Act, 1994.

(ii) Statement (Hindi and English versions) regarding Review by the Government of the working of the Airports Authority of India for the year 1995-96.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library See No. LT. 2058/97]

**Memorandum of Understanding between ITDC Ltd. and the Ministry of Tourism for the year 1997-98**

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): I beg to lay on the Table— a copy of the Memorandum of Understanding (Hindi and English versions) between the India Tourism Development Corporation Limited and the Ministry of Tourism for the year 1997-98.

[Placed in Library See No. LT. 2059/97]

**The Cinematography (Certification) (Amendment) Rules.**

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY): I beg to lay on the Table— a copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 8 of the Cinematograph Act, 1952:—

(i) The Cinematograph (Certification) (Amendment) Rules, 1997 published in Notification No. G.S.R. 173 (E) in Gazette of India dated the 25th March, 1997.

(ii) The Cinematograph (Certification) (Second Amendment) Rules, 1997 published in Notification No. G.S.R. 207 (E) in Gazette of India dated the 10th April, 1997.

[Placed in Library See No. LT. 2060/97]



**MOU between Container Corporation of India Ltd  
and Ministry of Railways for the year 1997-98***[Translation]*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Container Corporation of India Limited and the Ministry of Railways for the year 1997-98.

[Placed in Library See No. LT. 2061/97]

12.02 hrs.

**Committee on Absence of Members From The  
Sittings of The House****Third Report***[English]*

SHRI A.G.S. RAM BABU (MADURAI): I beg to present the Third Report (Hindi and English versions) of the Committee on Absence of Members from the Sittings of the House.

12.02 1/2 hrs.

**Committee on Subordinate Legislation****Eighth, Ninth and Tenth Reports***[Translation]*

JUSTICE GUMAN MAL LODHA (PALI): Sir, I beg to present the Eight, Ninth and Tenth Reports (Hindi and English versions) of the committee on Subordinate Legislation.

12.02 3/4 hrs.

**Standing Committee on Transport And Tourism****Twenty-Sixth, Twenty Seventh and Twenty-Eighth  
Reports***[English]*

SHRI G.M. BANATWALLA (PONNANI): I beg to lay the Twenty-Sixth, Twenty Seventh and Twenty-Eighth Reports (Hindi and English versions) of the Standing Committee on Transport and Tourism on Demands for Grants (1997-98) of the Department of Tourism, Ministry of Civil Aviation and Ministry of Surface Transport, respectively.

12.03 hrs.

**Statement Correcting the Answer to Starred  
Question No. 422 Dated May 6, 1997  
Regarding Bonus to Farmers***[Translations]*

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) AND THE MINISTER OF CIVIL SUPPLY, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND THE MINISTER OF FOOD (SHRI CHATURANAN MISHRA): Sir, I would like to draw the attention of the House to be drawn to the reply to the Starred Question number 422 dated 6.5.97 regarding payment of bonus to farmers. The Hindi version of the reply is as follows:

(a) Yes, Sir.

(b) For the Period between 17th March, 1997 to 10th June 1997 the Government has, besides announcing Rs. 415 per quintal as support price of wheat, has also announced a Central bonus of Rs. 60/- per quintal.

(c) The number of farmers to be benefited would be known after the end of procurement season.

(d) As on 5.5.1997 the total procurement of wheat was 20.29 lakh tonne. Farmers will get a total of Rs. 963.78 Crore at the rate of Rs. 475/- per quintal of wheat.

(e) Out of 20.29 lakh tonne of wheat, the Food Corporation of India had procured 3.59 lakh tonne. These procurements were made after the issuance of the order regarding bonus on 9.4.1997.

The Corrected Hindi versions of the reply to the said question reads as follows:—

(a) Yes, Sir.

(b) The Government has announced Central bonus of Rs. 60/- per quintal for the period between 17th March, 1997 to 10th June, 1997 which is in addition to the announcement of Rs. 415/- per quintal as minimum support price of wheat and which is being provided to farmers alongwith the payment of support price.

(c) All those farmers who sell their wheat to Government agencies at Government rate will be benefited from the announcement of bonus.

(d) The total procurement of wheat was 20.09 lakh tonne on 5.5.1997. Farmers will get about Rs. 1333 Crore at the rate of Rs. 475/- per quintal.

(e) Out of 28.09 lakh tonne of wheat, the Food Corporation of India had procured nearly 5.07, lakh tonne of wheat. All these procurements were made after issuance of the order regarding bonus on 9.4.1997.

12.05.hrs.

# STATEMENT BY MINISTER

## Kidnapping of the Relatives of Shri Prabhu Dayal Katheria, M.P.

[English]

THE MINISTER OF HOME AFFAIRS (SHRI INDRAJIT GUPTA): Madam, during the Zero Hour on 8.5.1997, the hon. Member, Shri Prabhu Dayal Katheria expressed concern over the delay on the part of the CBI in registering the case to trace his relatives who had been kidnapped on the night of February 17/18, 1997.

This august House would recall that in connection with this incident, I had earlier made a statement on March 13, 1997 where I had then pointed out that a special team of officers headed by the Superintendent of Police, Rural Area, Agra had been formed by the State Government to investigate the case, that nine persons, including those mentioned by the hon. Member as suspects, had been questioned that raids had been carried out in various places in Rajasthan and Madhya Pradesh, besides Uttar Pradesh, and that enquiries had also been made in Maharashtra and Delhi.

On March 14, 1997, I wrote to the Governor of Uttar Pradesh suggesting that in view of the concern expressed by the hon. Members of this august House and other circumstances, it would be desirable that further investigation in the case was handed over to the CBI. A copy of this letter was also endorsed to the Director, CBI for information and necessary action.

On March 16, 1997, the State Government of Uttar Pradesh issued a notification under Section 6 of the Delhi Special Police Establishment Act, 1946 according to its consent for the investigation of this case by the CBI. On March 20, 1997, the CBI was asked by this Ministry to take up the case urgently. A copy of the communication addressed to the Director, CBI in this regard was also endorsed to the Department of Personnel and Training.

After due deliberations, the Director, CBI ordered for the registration of the cases on April 28, 1997. The CBI has been directed to complete the investigation expeditiously.

[Translation]

KUMARI UMA BHARATI (KHAJURAHO): Mr. Chairman, Sir, we have no whereabouts of Shri Katheria's family. You please direct the hon. Minister of Home Affairs to make a statement in this regard.

**Statement Correcting the Answer to S.Q.No: 269 Dated July 30, 1996 Regarding Drug Price Control and giving Reasons for Delay in Correcting the Reply.**

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA):

Mr. Chairman, Sir, I would like to draw the attention of the august House towards the reply to Starred Question No: 269 regarding Drug Price Control given on 30.7.96. Following was the reply to Part-A.

For the purpose of Price control drugs have been selected on the basis of norms fixed according to the amendments made in the Drug Policy 1986. On the basis of the year 1989-90, the drugs having a turnover of about Rs. 400 lakh or more than that and having competition in the market as well as the drugs having a turnover about Rs. 100 lakh or more but less than Rs. 400 lakh, and are monopolistic in nature do not come under price control.

The revised reply of the question may kindly be read as:—

For the purpose of price control drugs have been selected on the basis of norms fixed by the amendment made in the Drug Policy in 1986. On the basis of the figures of the year 1989-90, the drugs having a turnover of about Rs. 400 lakh or more and are competitive in the market as well as the drugs having a turnover of about Rs. 100 lakh or more but less than Rs. 400 lakh and do not have any monopoly, do not come under price control.

Printing mistake was detected when reply to a similar question on a later date for Rajya Sabha was being prepared. That is why this correction has been delayed.

I am sorry for the printing error carried unknowingly.

# STATEMENT BY MINISTER

## Kidnapping of the Relatives of Shri Prabhu Dayal Katheria, M.P.—Contd.

[English]

MR. CHAIRMAN: I am allowing hon. Member Shri Katheria to seek a clarification.

[Translation]

SHRI PRABHU DAYAL KATHERIA (FIROZABAD): Mr. Chairman, Sir, I would like to submit that prior to the statement given by the hon. Minister of Home Affairs in House, he had made another statement on the same subject to March 13, 1997. You may go through both the statements given by the hon. Minister of Home Affairs you would come to know the achievements of made by the Government during this period. The statement given by the Hon. Minister of Home Affairs in the House today, I understand it is nothing but merely misleading the House.

The Minister of Home Affairs in his statement given on 13th March had stated that C.B.I. had been directed to interrogate the suspected culprits and enquire the matter. Further, it was stated that the Government of Uttar Pradesh and the Governor had suggested the Central Government to hand over the matter to C.B.I. further investigation. The Minister of Home Affairs has also stated that his Ministry had directed C.B.I. to take over the matter immediately

on March 20, 1997. But today it is 15th May and no statement has been given by the Central Government about the achievements made in this regard.

I have given a Privilege Motion with regard to the abduction of the family of a Member of Parliament and I feel that it is a contempt of the House. Because on May 8, 1997 the Chairman presiding at that time had directed that three months had passed since the abduction took place, the information about the progress in the matter should be provided to the House. However, the statement given today clarifies that no development has been made in the investigation of the matter. My submission is that my Privilege Motion may kindly be referred to the Privilege Committee within the period of two months, the guilty—whether C.B.I. or the Central Government for delay in this matter should be detected....*(Interruptions)* Mr. Chairman, Sir, please note, the statement made by the Minister of Home Affairs carries no information....*(Interruptions)* the hon. Minister has stated that raids have been conducted at different places in Rajasthan and Madhya Pradesh besides Uttar Pradesh, enquiries were conducted in Maharashtra and Delhi too and required information was sought. However, no progress has been made in this regard so far....*(Interruptions)* It is very surprising.

*[English]*

MR. CHAIRMAN: What do you want? I have allowed him and he is speaking. Now you all have started speaking. I cannot even hear what the hon. Member is saying.

*[Translation]*

SHRI HARIN PATHAK (AHMEDABAD): Mr. Chairman, Sir, one of our hon. Members has met with such a tragedy. The Minister of Home Affairs has given two statements in the House. But what solution has been found to the problem, what progress has been made, what the Government is doing?...*(Interruptions)*

JUSTICE GUMAN MAL LODHA: (Pali): What achievement is there, despite the efforts made by the Government, what are the outcome of the investigations, what is the progress with regard to the investigation carried from 13th March to 15th May. There is no reference to all this in the statement....*(Interruptions)*

*[English]*

MR. CHAIRMAN: We all know that after the statement by Minister no clarification is allowed. Even then I have asked the hon. Member, Shri Katheria to seek a clarification. All of you have started speaking. As a result, he is not able to say what he wants to.

*[Translation]*

Please ask your Members to keep silent so that the hon. Member can make his submission...

*(Interruptions)*

SHRI PRABHU DAYAL KATHERIA: Mr. Chairman, Sir, I would like to submit that more than three months have passed, today, it is 15th May, what is the achievement of the Government in the matter during this period, I am unable to understand all this. It is contempt of the House. Directions were issued thrice by the Chair of Lok Sabha—by Honble' Speaker, Deputy Speaker and the Chairman. But nothing has been done in this regard. My submission is that nothing concrete has been achieved. After all, what happened to the members of the family? The Government is not ready to reveal anything in this regard. Three months have already elapsed....*(Interruptions)*

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA (JUNAGADH): If a Member of the Parliament meets with such a tragedy, what will be the fate of others?

SHRI PRABHU DAYAL KATHERIA: My submission is that I have given my Privilege Motion. It may either be accepted or the Minister of Home Affairs may kindly state the achievements made during these three months.

MR. CHAIRMAN: What is the use of repeating the same thing.

*[Translation]*

SHRI PRABHU DAYAL KATHERIA: Mr. Chairman, Sir, the hon. Minister of Home Affairs should be informed in this regard.

*[English]*

MR. CHAIRMAN: Shri Katheria, you have said what you have to say. Now, if the Minister would like to respond, he can. It is not compulsory but if he would like to make any statement, he can do so.

SHRI INDRAJIT GUPTA: Madam, I have every sympathy with the hon. Member who is in distress because of the disappearance of some members of his family who he suspects to have been kidnapped. There is no trace of them so far. But I have read out already the various stages through which the handling of this case proceeded. Ultimately I may say that some senior Members of the hon. Member's party also met me and requested me to see that investigation of this case is handed over to the CBI. So, that has been done.

*[Translation]*

I do not know why the hon. Member is worried now. This case has already been referred to the C.B.I. and investigation is going on....*(Interruptions)*. Do you want that I should interfere in the investigation....*(Interruptions)* what should I do?

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA: You should expedite the case....*(Interruptions)*

KUMARI UMA BHARTI (KHAJURAHO): Your Sleep will be lost if some one of your family is missing....*(Interruptions)*

SHRI INDRAJIT GUPTA: All right. Investigation is going on. I cannot and shall not interfere in that. It is the duty of the C.B.I. and not mine. Incidentally, I would also like to remind you that the C.B.I. does not come under Home Ministry. You are aware of it. If you are interested to know the routine day to day functioning of the agency, you should contact someone else since the C.B.I. is not working under my Ministry...*(Interruptions)*

[English]

12.19 hrs.

**RE: Question of Privilege Against Attorney General For Allegedly Giving Wrong Information Before Supreme Court.**

[Translation]

SHRI RAM NAIK (MUMBAI NORTH): Mr. Chairman, Sir, I have given notice for a motion of breach of Privilege against Attorney General of India, Shri Ashok Desai. You know that the Supreme Court had passed an order according to which the aquaculture form had to be demolished by 31st March has brought about a proposal of introducing a new Bill in the House. The notice for introduction of a Bill is given two days in advance which was sought to be waived, we got it waived. The Bill was passed in the Rajya Sabha on 20th March and the same had to be passed by the Lok Sabha on 21st of March which was the last day of the Session. The Government later on stated in the House that it did not want the Bill to be passed. I would like to quote two small paragraphs from the proceeding of that time.

[English]

Shri P.C. Chacko was in the Chair at that time. He says:

"Shri Satya Pal Jain, please talk for one minute. We have to discuss a very important Bill. Shri Ram Naik has raised the matter of this Aquaculture Bill. The Minister of Agriculture will make an announcement. It is some court judgement about which he wants to make a statement."

[Translation]

Later on the hon. Minister of Agriculture made a statement which I quote.

"Mr. Chairman, Sir, I had given notice for introduction of Aquaculture Bill in the House but the Supreme Court has given a stay order in that case and the demolition has been stopped."

Keeping that in view I shall not introduce that Bill in the House. Following the judgement of the Supreme Court, the Bill would now be introduced in the House some other day. I have to inform the House in this regard." The hon. Minister of Agriculture has told that the Government does not want to introduce the Bill **today** in order to get it passed.

The same day the Supreme Court extended the stay order upto 30th April and that is why the hon. Minister made this statement here. Now 30th April is approaching, the Supreme Court took up this case again on 25th April. When the case was taken up in the Court on the second occasion, the Court inquired as to why the Bill was not passed. At this, the statement given by Attorney General Causes great concern.

[English]

I am quoting it from **The Times of India** of 26th April.

[Translation]

This news has appeared in all the newspapers.

[English]

I am quoting it.

The Attorney General told the court that the Aquaculture Authority Bill, 1997 had already been passed by the Rajya Sabha and it would have been passed by the Lok Sabha too but for the political crisis."

[Translation]

My objection is regarding the political crisis as also regarding difficulties expressed for passing of the Bill. Madam, Chairperson, you know that there was no political crisis on 21st March. The political crisis was actually created on 30th March by our colleagues of the Congress Party on the behest of Keshari Ji. And when the Political crisis was created on the 30th March, after that it was not proper to say in the Court that Lok Sabha did not Pass the Bill whereas they wanted to get it passed. The fate of lakhs of fishermen living along the coastal belt of the country is linked with this issue. In a way, the Attorney General is a constitutional Authority. He has ridiculed us in the Court on behalf of the Government. He has lowered the image of the House and has tried to ridicule us. That is why I have given a notice of the motion of Breach of Privilege. What I want to say is that making of such a statement in the Supreme Court by the officer of that status is unjustified. As such, I request that my motion should be accepted and there should be a investigation as to why the Attorney General made such a statement. I again request that the notice of the motion of breach of privilege given by me be referred to the Committee of Privileges:

Lakhs of fishermen of 9 states are today worried about the fate of the Aquaculture Bill. There should be some assurance for them. The Government has not introduced the Bill in this session and tomorrow is the last day of the session. The Government should clear its stand in this regard. I once again request that my notice regarding Breach of Privilege may please be referred to the Committee of Privileges.

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIYA: Jainaji is present here. He should tell if the Bill will be introduced tomorrow or not.

[English]

MR. CHAIRMAN: Shri Ram Naik's Privilege notice being processed by the Speaker and in due course, and as quickly as possible, he will come back and let us know whether he will send it to the Privileges Committee or not. So, ultimately, the hon. Speaker will take a decision of this.

SHRI RAM NAIK: Madam, let the Minister make some statement whether he is going to bring the Aquaculture Authority Bill or not.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Today, there was an all-Party meeting. The issue of Aquaculture Authority Bill was also discussed. In the meeting, the hon. Minister in-charge, Shri Chaturanan Mishra told the Leaders that since there was a demand in the last Session and also from Shri Ram Naik that while passing this Bill, the hon. Minister should consult the members concerned. It is because there is also some kind of resistance against passing of this Bill. He assured that he will consult the hon. Members and Leaders of different parties. Since the Supreme Court had already stayed it up to 30th July, the consultation process will be over before that date, and whatever is possible after the consultation, the Government will certainly act on that.

[Translation]

SHRI LALMUNI CHAUBEY (BUXAR): Mr. Chairman, Sir, I have given notice of Breach of Privilege what is being done from that. I have given a notice...(Interruptions)

[English]

MR. CHAIRMAN: For Zero Hour, 49 Members have already given notice on different subjects. You can very well imagine that it is physically impossible to call everybody. You have to please have patience.

[Translation]

SHRI NITISH KUMAR (BARH): The notice is regarding Breach of Privilege, but you are referring it to zero Hour.

SHRI LALMUNI CHAUBEY: Sir, I have given a notice of Breach of Privilege. The Zero Hour will follow after it ...(Interruptions)

MR. CHAIRMAN: There is only one notice regarding Breach of Privilege.

[English]

SHRI NITISH KUMAR: He has given a separate privilege notice...(Interruptions)

MR. CHAIRMAN: Has he given any privilege notice?

[Translation]

SHRI LALMUNI CHAUBEY: Mr. Chairman, Sir, I also want to raise a major issue. At present we are discussing on only major issues. The issues which are as many as 10 years old are being raised in the House. ...(Interruptions).

MR. CHAIRMAN: Why do you shout?

[English]

MR. CHAIRMAN: Let us start the Zero Hour. If you have given the privilege notice, your notice is also with the speaker for processing.

[Translation]

SHRI NITISH KUMAR: He is not shouting. he is requesting.

SHRI LALMUNI CHAUBEY: Mr. Chairman, Sir, it is natural, I am not shouting, it may please be treated as natural...(Interruptions)

MR. CHAIRMAN: Nitish Ji what happened? He is saying no and they say yes, tell me what I have to do.

(Interruptions)

SHRI LALMUNI CHAUBEY: This is a matter of Breach of Privilege, I have given a notice for it ...(Interruptions)

[English]

MR. CHAIRMAN: Let us begin with the Zero Hour.

[Translation]

SHRI LALMUNI CHAUBEY: No, I want that before giving decision on the notice as the Members have been provided an opportunity...(Interruptions)

MR. CHAIRMAN: That cannot be done now. It is being processed and matter will be taken up after that.

SHRI LALMUNI CHAUBEY: At least, my notice of Breach of Privilege should be taken into consideration ...(Interruptions)

MR. CHAIRMAN: Your notice is being processed by the Speaker.

SHRI LAL MUNI CHAUBEY: No, Sir, please do not do that. I have given a notice against the Prime Minister for misleading the House. I should be heard.

MR. CHAIRMAN: Your notice is with the hon. Speaker.

SHRI LALMUNI CHAUBEY: The incident took place in the House. I am referring to the incident of the House that during the gulf war...(Interruptions)

MR. CHAIRMAN: You will please refer it later on.

SHRI LALMUNI CHAUBEY: That was not for all? Yesterday Das Munshiji had given a notice. He was heard. Even today it has been heard and in the past also it was heard.. (Interruptions)

[English]

MR. CHAIRMAN: That was with the consent of the House.

(Interruptions)

[Translation]

SHRI LALMUNI CHAUBEY: Let me finish. My notice...(Interruptions)

MR. CHAIRMAN: Everybody requests.

SHRI LALMUNI CHAUBEY: I say that every Member has a right. I was telling that whatever happened in the House...(Interruptions)

[English]

MR. CHAIRMAN: I am on my legs. You please sit down.

[Translation]

You please take your seat. I am on my legs.

SHRIMATI RITA VERMA:

(Interruptions)

MR. CHAIRMAN: No, Please sit down.

SHRI LALMUNI CHAUBEY: Are you agitated by my loud voice?

MR. CHAIRMAN: You please sit down. You can seek information later on. Now please take your seat.

SHRI LALMUNI CHAUBEY: You may be in the habit of getting agitated at someone's dress or at someone's speech. This amounts to the breach of my privileges.

[English]

MR. CHAIRMAN: I am requesting you to please take your seat.

(Interruptions)

MR. CHAIRMAN: I hope, by now, you know that it is very difficult to intimidate the Chair.

(Interruptions)

MR. CHAIRMAN: Please take your seat.

[Translation]

SHRI LALMUNI CHAUBEY: I am saying this whether you are agitated due to my loud voice. ...(Interruptions)

[English]

MR. CHAIRMAN: Nothing is going on record.

(Interruptions)\*

MR. CHAIRMAN: Please take your seat.

(Interruptions)

[Translation]

PROF. RITA VERMA: Mr. Chairman, Sir, through you I would like to say that Bihar Government is violating the

constitutional system and rule of law...(Interruptions) the Income tax officer was harassed and was threatened ...(Interruptions) He was compelled to write that he will not investigate this matter...(Interruptions)

MR. CHAIRMAN: Please take your seat, I shall call one by one.

[English]

Please do not do like this.

(Interruptions)

MR. CHAIRMAN: What are you doing?

(Interruptions)

MR. CHAIRMAN: Please excuse me, you belong to the Ruling Party and you are behaving like this. Please do not do like this.

(Interruptions)

MR. CHAIRMAN: Why all of you are you shouting at the same time?

(Interruptions)

MR. CHAIRMAN: The House is adjourned till 2 p.m.

12.33 hrs.

*The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.*

14.12 hrs.

*The Lok Sabha re-assembled after Lunch at Twelve minutes past Fourteen of the Clock.*

(SHRI BASU DEB ACHARIA in the Chair)

(Interruptions)

KUMARI MAMATA BANERJEE (CALCUTTA SOUTH): What about Zero Hour today?

MR. CHAIRMAN: There is no Zero Hour today.

KUMARI MAMATA BANERJEE: Sir, would you allow us tomorrow? We are giving notice everyday. (Interruptions).

MR. CHAIRMAN: Yes. There is no problem. You will be allowed tomorrow.

(Interruptions)

[Translation]

SHRI VAIDYA DAU DAYAL JOSHI (KOTA): Sir, at least allow the time for Zero Hour.

MR. CHAIRMAN: Tomorrow, sufficient time will be given for zero hour.

(Interruptions)

SHRI BRAHMANAND MANDAL (MONGHYR): Sir, Zero hour should have been given at least one an hour's time:

MR. CHAIRMAN: There shall be a Zero Hour tomorrow. Mandalji, you speak everyday.

*(Interruptions)*

MR. CHAIRMAN: Bihar will not get chance to speak just now. Discussion is going on under rule 377.

### MATTERS UNDER RULE 377

14.14 hrs.

*[English]*

MR. CHAIRMAN: Now we shall take up Matters Under Rule 377. Shri Hansraj Ahir.

#### (i) **Need to Open G.P.O. in Gadachiroli District, Maharashtra for better Postal Services**

*[Translation]*

SHRI HANSRAJ AHIR (Chandrapur): Mr. Chairman Sir, Garhchiroli district in Maharashtra is a backward and tribal dominated area. Chandrapur was divided in 1982 and a separate district was created to accelerate the developmental works. But the new district has not been provided with a Head Post-Office till date. Postal services of this district is being carried out by the Head-Post Office, Chandrapur. There is totally mismanagement due to this in the Postal Services here, and people are facing difficulties due to lack of Postal services. The delivery of letters in inaccessible areas is a general problem here. As a result many unemployed and other people do not get important informations on time. It is urgently required to provide postal services properly in this naxalite affected area in order to bring it in the main stream of development.

Hence, I request the Government of India to open post offices in the inaccessible areas and a Head Post Office at the district level.

#### (ii) **Need to Set up Mineral orebased Industries in Balaghat District, Madhya Pradesh**

SHRI VISHVESHWAR BHAGAT (BALAGHAT): Balaghat district of Madhya Pradesh is a no-industry district. Manganese and Copper is abundantly available in the district. Besides, good quality of minerals like Granite, lime stone, Donamite and Teak wood as well as Bamboo is also available in abundance. Even then there is no industry here, resulting in unemployment and people's large scale migration in search of employment to other areas which creates an imbalance in the development in the country. Due to availability of raw materials, Paper mills and Sugar mills and other mineral based industries can be established here.

I request Central Government to conduct a survey in this area and by establishing industries with the assistance of Centre and State Governments industries should be set up help in the development of this backward area.

#### (iii) **Need to Review Ban Imposed on Export and Free Movement of Potatoes Within the Country**

*[English]*

SHRI SUDHIR GIRI (CONTAL): Sir, the potato production this year in West Bengal has been of record high touching the quantity of about seventy million tonnes. The existing cold storage capacity in the State is not in a position to accommodate even half of the total production. Being unable to preserve their produce, the farmers are being compelled to sell potatoes at sixty to sixty-five paise per kilogram in the market which is far less than the actual production cost. The State Government has been put to a very hard situation. It cannot also resort to purchase by paying remunerative price for distress sales of potatoes due to lack of storage capacity. Further, the Central Government has put ban on the export and movement of potatoes from West Bengal to other States. The neighbouring country, Bangladesh is willing to purchase potatoes from our country. So, the lifting of the ban on export to other countries and movement to other States of our country, of potatoes grown in West Bengal will immensely facilitate the producers to get some relief.

I urge upon the Central Government to review urgently all the aspects of export and free movement of potatoes within the country and lift the ban on export of potatoes to protect the interests of potato-growers of West Bengal.

#### (iv) **Need to Clear Backlog of Telephone Connections in Kanyakumari District, Tamil Nadu**

SHRI N. DENNIS (NAGERCOIL): Sir, the telephone exchanges of Kanyakumari district of Tamil Nadu, namely Nagercoil, Painkulam, Karungal, Neyyoor, Kollencode, Arumanai, Kulasekaram and Thuckalay have long-pending waiting lists. A ten-thousand line new technology system is sanctioned by the Department of Telecommunications for Nagercoil, the headquarters of Kanyakumari district. But, so far, the work has not started. Thus, naturally the waiting list has largely increased. Though it was reported by the telecom authorities that new technology equipments and Remote Switching Unit (RSU) would be provided, they are not implemented because of the absence of optic fibre and microwave medium linkage between the exchanges. It is due to the delay in allocation of funds and materials. The Department of Telecommunications has also announced to make arrangements for the expansion of Painkulam and Neyyoor exchanges. But, so far, no follow-up action has been taken.

So, I urge upon the Government to pass immediate orders for the expansion of the Nagercoil, Painkulam, Karungal, Neyyoor, Kollencode, Arumanai, Kulasekaram and Thuckalay exchanges in Kanyakumari district to clear up the long waiting lists by allocating funds to provide new technology and other equipments.

#### (v) **Need for Immediate Gauge Conversion Work of Makum-Dangori Section in Assam**

DR. ARUN KUMAR SARMA (LAKHIMPUR): The

[Dr. Arun Kumar Sarma]

Makum-Dangori section is a 30 kilometre long stretch of metre gauge railway track which forms part of the 80 kilometre long Dibru-Sadia railway line set up by the British in 1881. This line assumes great importance from historical and emotional point of view as being the first railway track in the North-Eastern region. It was the oldest means of modern transport to this remote corner of Assam and Arunachal Pradesh inhabited predominantly by aboriginal tribes and backward communities.

After the development of township and railway terminus at Tinsukia for Delhi bound trains, the track between Dangori and Makum got deserted and this 30 kilometre track got neglected. Recently, there was public resentment when the North-Eastern Railway attempted to abandon this line by dismantling and auctioning the existing infrastructure. When the country has opted for "project unigauge" all over its territories, keeping a track of only 30 kilometre as metre gauge is not at all convincing.

I, therefore, urge upon the Railway Minister to take up immediate gauge conversion of this portion as survey for broad gauge conversion was completed during the Eighth Plan period. This may be taken up by providing adequate allocation in the supplementary Budget during the current financial year.

**(vi) Need to Provide Express Train Service Between Kota and Bhopal**

[Translation]

VAIDYA DAU DAYAL JOSHI (KOTA): Mr. Chairman Sir, Three trains connecting Kota city with Madhya Pradesh are running under Central Railway. All the three trains viz. Kota-Bhopal, Kota-Bina, and Kota-Damoh are local ones. Thus, these trains cover the distance of 100 kms between Kota and Bhopal in 18-20 hours whereas buses take only 8-10 hours to complete the journey. I am continuously demanding to run any one of these trains as an express train but my demand has not been met so far.

Therefore, I request to Central Government to run Kota-Bhopal passenger train as an express train.

**(vii) Need to take Concrete Steps to Check Smuggling Along Seashore in the Country, Particularly in Gujrat.**

SHRIMATI BHAVNABEN DEVRAJ BHAJ CHIKHALIA (JUNAGADH): Mr. Chairman Sir, Hashish, Heroine, explosive materials and currency are being smuggled into our country along the seashore of Kutch-Saurashtra in spite of custom's police and Navy patrolling. During the festival days the quantum of smuggling increases. Two-three months ago, at Porbander a red Pakistani boat was found abandoned in front of red light meant for signalling the ships. Cleaner and other staff of that boat ran away. Some boxes were unloaded at seashore along Subhash Nagar at Porbandar, and nothing is known regarding that till date. Through you I would like to request Central Government

to take effective measures to check the large scale smuggling along the seashore and intensify the patrolling.

**(viii) Need for Early Completion of Renovation Work of New Railway Station Buildings at Karad and Satara, Maharashtra**

[English]

SHRI PRITHVIRAJ D. CHAVAN (KARAD): Mr. Chairman, Sir, the Minister of Railways had laid the foundation stone of renovation of new Railway Station buildings at Karad and Satara Railway Stations of South Central Railway. However, the work has not yet been completed.

I urge upon the Minister of Railways to ensure that renovation work of Karad and Satara Railways Stations in my constituency is completed early.

**DISCUSSION UNDER RULE 193**

**Problems of Textiles Industry—Contd.**

14.26 hrs.

[English]

MR. CHAIRMAN: Now, the House will take up further discussion regarding problems of Textiles Industry. Shri Madhukar Sarpotdar will continue his speech.

SHRI MADHUKAR SARPOTDAR (MUMBAI NORTH-WEST): Mr. Chairman, Sir, yesterday I quoted a news item which appeared in the newspaper regarding the closing down of 120 textile mills. Today, to my utter surprise, I have seen the news item again in the newspaper which says.

[Translation]

'Decision to close down 70 textile mills'.

[English]

So, out of 120, they have already decided to close down 70 textile mills and render about 50,000 workmen jobless. This being the situation, now we will have to think over the entire policy of the Government as to what the Government is going to do with these labourers.

Sir, if you look at the industry, you will find that the industry was not incurring any loss. On the contrary, according to reports, this industry was making huge profit. I do not know what had happened all of a sudden that the industry had become sick. Then, most of the employers closed down the mills and referred the matter to the B.I.F.R. They started further proceedings because they were fully aware that the workmen were not in a position to run the mills on cooperative society basis. That is why, alternatively, they sought a solution by saying that the land of the mills should be sold away and the money accrued from it should be utilised for housing purpose and some other purposes.

Yesterday also, you said that the unions are in favour



sand that they are allowing the industry to sell the land. But are these unions going to give a guarantee that whatever money is collected by the employer or the Government would be utilised for the betterment of the workmen? That is the question. The workmen are not sure about the approach of the employers. Going by the experience of the past 50 years and more, the workmen are not prepared to listen to them. So, the question of selling the land of the mills in Maharashtra does not arise unless somebody comes forward and assesses the proposal.

If the land is sold, where will that money go? The Central Government or the State Government should take some guarantee from the employers that the money accrued from the sale of the land would be utilised for the betterment of the workmen. The rightful dues of the retired employees and the employees who have resigned and others should first be cleared. They should also give a guarantee that those employees who want to work in the same industry would be provided with job and they would be looked after well by the same employers. The necessary development of the industry, automation, standard of work, quality of cloth etc., should also be looked into. Thereafter, they would continue to work there for years to come so that the workmen would not face similar problems again and again. If somebody is prepared to give that kind of guarantee, naturally workmen will not come in the way of even selling the land. But now the workmen are very much doubtful about the intention and the approach of the employers. So, the workmen are not going to allow the selling of the land and collect money because they are fully aware that that money would not be utilised properly.

Sir, there are textile industries in Mumbai-Karnawati-Karnataka, Kanpur, Calcutta and Sholapur. They are all textile centres. But everywhere millions of workmen are suffering. How to stop this entire episode, is the biggest problem and the biggest challenge before the Government. Yesterday, one of my friends, Shri Thorat from Maharashtra referred to the Laxmi Vishnu Cotton Mills, Sholapur. My question is, how much money that mill has to pay to the Government, to the electrical authority, to the provident fund, to the ESI and so many other things. Unless they pay crores of rupees, there is no possibility of running this mill. The Government is not taking any action against those who are the owners of these mills. They have never been arrested. If a workmen commits a small mistake, a chargesheet is issued immediately, inquiry is conducted and he is thrown out of the employment. When the mills and factories where thousands of persons work become sick and get actually liquidated, no penal action is initiated against any employer. It is a very unfortunate thing in this country. Most of the money has gone into the scam and most of the money has gone into corruption. If you see the scenario of this country today, a parallel economy is working. In that parallel economy, the blackmoney is having edge over regular economic policy of this country. We are appealing to these people that those who are tax evaders could deposit 30 per cent of their income and they will

be made free. There will not be any penal action against them. So, we are bringing the tax evaders and taxpayers on the same level. It is a very unfortunate thing. It means we are encouraging the tax evaders to evade more and more taxes. He are also encouraging the taxpayers not to pay taxes. This is how the entire economy of our country is working.

Sir, they are forcing the labour to accept VRS scheme. They are utilising the gangsters for this purpose. These mill owners are themselves utilising all the forces of the gangsters. They have started to force the employees to collect their dues under VRS scheme. As you know, as a result of that late Sunit Khatao and late Thakkar were killed by the same gangsters. Dr. Samant was also killed by this method only. Here there was a roar. But this roar is against whom? Without going into the details and without collecting entire information, people make certain allegations. It is our utmost responsibility to properly analyse it and see how the things are going on. Unless we examine the case correctly, there is no use in making unnecessary attacks on the wrong persons and the real culprits are allowed to go scot free. Even now if they want to do anything, they will again kill somebody only because the money makes miracles. Those people are playing this game as they have money.

As regards BIFR, this is also one machinery under which the employers are taking shelter. If an industry continues to be sick for two-three years, the matter is referred to the BIFR. Once the matter is referred to the BIFR, a number of meetings will be held. Every one has to come here from Mumbai and other destinations. The workmen and representatives of the Unions find it very difficult to come to Delhi and defend. Thereafter what happens? They get concessions in provident fund, ESI, sales tax and in all the taxes. They also get other reliefs. Thereafter, what happens is that BIFR takes its own time and ultimately the working class suffers.

The sickness of these mills depends upon so many ancillary industries also. I would like to mention that those who manufacture various items of machinery, accessories, stores, chemicals, etc., their direct dependence on the textile workmen is 10:5. Due to the closure of the mills, 50 lakh family members are likely to suffer. The textile industry has witnessed a phenomenal growth during the last four decades. I do not know all of a sudden what has happened.

Now they started closing down the industry. My problem is, when I go through all these reports on the subject as well as the comparative reports, I notice that there is no necessity of closing down the mills. I will just read out from the report:-

"Production of cloth and employment generation:-The weaving capacity in the organised mill sector has been stagnated for a number of years. The situation changed with the removal of restrictions in the creation of capacity in the textile sector as permitted by the Textile Policy of 1985. The production of cloth in the mills sector in 1994-

[Shri Madhukar Sarpotdar]

95 was 1,779 million sq. metres as compared to the production of 1,990 million sq. metres in 1993-94. The production of cloth in the mills sector is estimated at 1,634 million sq. metres in 1995-96. The data on production of cloth in the mill sector, the handloom sector and the powerloom sector during the past few years is set out in Appendix X (PR). The employment in cotton-made fibres textile industry as on 31-10-95 was 10.43 lakhs.

MR. CHAIRMAN: Please conclude.

SHRI MADHUKAR SARPOTDAR: There are two or three citations. I will make them and thereafter conclude. Eventually somebody may ask what is the relief, what is the alternative and what we should do to tackle this problem. Some proposal is to be made and that proposal is very vital and very important. Instead of forcing the labourers to further unemployment and putting them to suffering throughout the year after they render their services for 25 to 40 years in the industry, what the Government should do? If the workers are made surplus and if they are jobless and if they are having no income today, then what is to be done? That is also equally important to consider.

MR. CHAIRMAN: You can give the suggestion in the meeting at three o'clock now which you will be attending.

SHRI MADHUKAR SARPOTDAR: Let it be on record. I will make the proposal so that tomorrow somebody will not say that I could not make the proposal for want of time. How many mills can be saved by selling the land? This is the first question.

The next question is who will save the land and preserve the money.

Thirdly, money should not go into the hands of the employer.

The mills should be developed and employees absorbed immediately.

The legal dues of the workmen retiring, sick, retired or died should be given priority in payment.

Before selling the land, it is absolutely necessary that the Government should apply its mind correctly to the problem and after collecting the money, whatever land is there, whatever may be the money collected, even if it is crores of rupees which they may collect by virtue of selling the land, that money should be utilised for the guarantee of the employees and then only in the true sense of the term we will be rendering justice to the labourers who have been working after the attainment of our independence for years together in the industry. All these millowners have siphoned off the money during all these years. Their money was utilised elsewhere and the mills are made sick. They have not paid attention for the development and the modernisation of mills and for the absorption of the workers. The victims are the workmen and in order to save the

working class, it is absolutely necessary that whatever money is to be reserved, should be utilised for their development and welfare.

So, I request Shri R.L. Jalappa, since he is looking into these affairs, that he should apply his mind to this problem. He has got sympathy for the workmen. But only words of sympathy will not solve the problem. Actual sympathy and solution to the problem is absolutely necessary.

I hope the Government will do the needful in the matter.

[Translation]

SHRI RAM NAIK (MUMBAI-NORTH): Mr. Chairman, Sir, all do agree that textile industry is sick, however, regarding the assesment of the sick textile mills opinion of different experts vary like as a story of blind persons goes in which every blind person, touching separate organ of his body—one touching his feet, the other touching his ears, another touching his tail and still other touching his belly—had his own opinion about the elephant.

14.41 hrs.

(SHRI CHITTA BASU in the chair)

One important thing in this regard is that the textile industries are of different kinds. At some places there are National Textile mills while at other places there are textile mills run by the State Government, at some places these textile mills are run by Ltd companies while at other places mills are run on partnership basis, There are also textile mills run by co-operative sector. Therefore, the causes of sickness of all these textile mills are different. In view of which, my foremost suggestion is that the Textile Ministry should present a status report regarding the structure of various textile mills specifying their present positions, the number of workers employed therein, the factors responsible for the sickness and how the situations can be improved.

[English]

The factual reports of all the textile mills in India should be presented to the House.

[Translation]

I feel on that basis, the discussion would be more fruitful and the Government should prepare the status paper in this context only. This is my first demand.

My second suggestion is that Lok Sabha elections or Assembly elections—if Congress, Party resist any sudden political move—are not likely to take place in the near future. Otherwise the decisions are politically motivated to win the votes of textile workers, whether they are textile workers of Mumbai, Ahmedabad or Kanpur and these political decisions have no practical basis. Since there is no scope for any elections in the near future, I feel that the problem should be sorted out with a positive, non-

political considerations in the interest of workers.

On May 9, 1997 in Lok Sabha, I had asked a question regarding Maharashtra State Textile Corporation in which I had asked:

[English]

"Whether the Government are aware that the Board of Industrial and Financial Reconstruction (BIFR) has issued notice to wind up Maharashtra State Textile Corporation (MSTC)

[Translation]

In its reply I was told,

[English]

The Minister of Textiles said:

"Having considered all the relevant facts and circumstances of the case, the Board for Industrial and Financial Reconstruction (BIFR), is of the *prima facie* opinion that it is just and equitable that the Maharashtra State Textile Corporation Ltd. (MSTC) should be wound up."

[Translation]

Just as the orders by The President for the execution of a person are issued that—

[English]

The President is pleased to hang this gentleman—

[Translation]

If the Government also adopts the same attitude and closes the textile mills, it would not be equitable and just therefore, the discussion should cover all the aspects.

I would not like to waste the precious time of the House by repeating the suggestions already made by my previous speakers. It has been stated here that textile mills not only make 20 percent industrial output but also provide employment to about two crore people. Despite sickness, 38 percent of the total export is contributed by this industry.

[English]

38 percent of the country's exports are of textile exports.

[Translation]

While discussing the problem, an important question arises—whether there has been decline in the textile consumers or in the demand of textiles. It is not so. Neither there has been any decline in the number of textile consumers or in the demand. Rather the number of consumers is increasing. People need cloth, therefore consumers are innumerable and this is not the real reason for the sickness of the Industry. The cause, I feel, is mismanagement.

Now the question is as to how to solve this problem.

If the Government really intend to do justice with the country, main industries, workers etc. proper planning and devotion to work is essential as a Sanskrit saying goes—"Yojaka tatra durlabha." Therefore, in today's discussion I would urge upon the hon. Minister that as a planner, the Government should plan the things properly and work efficiently, that is most important.

Why the situation in the textile industry has worsened to such an extent? I think irresponsible union leadership is the main cause. Just now, Shri Sarpotdar referred to Mr. Datta Samant. I also belong to Mumbai. The strike which was observed by the textile industry in 1980-81-82, proved fatal. What were the reasons for this strike? It was due to the internal controversy of trade union. There is a union named National Mill workers' Union led by Congress. It is not supported by any Member, but it has been recognised as a representative union. Dr. Datta Samant had the support of more workers but that union was not recognised. Therefore, while discussing the matter regarding textile industry, we will have to take some concrete decision regarding unions also. Workers should have the right to support the Union of their own choice. The Act regarding the Union should also be amended.

Secondly, the owners, organisers of mills are very selfish. They have earned a huge money. These days, there has been a tendency to do business under the cover of claiming the industry as sick they declare the industry to be sick, get the permission to sell the land and thus mint more money. This is also one of the factors.

Another factor, I feel, is the unconcerned Government. The Government do not maintain any rapport with the mill workers. They have nothing to do with them. Whether the workers sit idle or they work the Government is least concerned. We have to discuss the problem with a view to bring about a change in their role I referred to the National Mill workers' union. Had the Congress Members from Maharashtra been here at present, they would immediately have visualised the prevailing situation, as referred by Shri Sarpotdar also. National Mill Workers Union once led by a leader like Shri G.D. Mavalankar, is being led by the criminals these days. There is complete mess in the Union, i.e. National Mill Workers Union itself. It situation there that's why I am of the opinion that the workers should be given the right to join the Union of their own choice.

I believe that our efforts on this line may improve the miserable condition of the textile industry.

I do not know if the hon. Minister has thought it or not. What is happening? There are very big textile mills like The Arvind and The Mafatial Mills where there is no production in their own factories. But you can see that the Power looms of Punjab, Maharashtra, Bhivandi, Shola Pur etc. are doing production for textile industries. They are doing production under the trade marks of big mills. Since their own selling organisation is not strong, so they only carry out production of textiles whereas the big mills do not carry out any production. This is the situation. There is no scarcity of consumers. People are getting cloth in

[Shri Ram Naik]

the market. When textile mills are closed, their production is also closed and consequently there should have been a shortage of cloth, but contrary to it there is no shortage of cloth in the market. I feel there is a diversion of role. Mills are closed, yet the goods under their trade mark are manufactured by different powerlooms. Is it proper? How can we change it? How can we control it? This point should also be considered. And if any one is exploited in this process, it is the labour because he is rendered jobless. Labourers are not getting salary and dues. The workers working in those powerlooms are not getting their due wages. So at one place the earlier workers are becoming jobless whereas on the other hand workers are being exploited. This is the situation

I want to repeat what I have said

[English]

What is the crux of the problem?

[Translation]

The Crux of the problem is that it is profitable for the mill owners to close down their mills. If you are otherwise in profit why will you go for production. Since closing down of mills are profitable so efforts are on to close them down. They are pinning their eyes on the factory land situated in the town. I would like to request the Government that it should nationalise the closing private mills. The Government should own the land of those mills after their nationalisation and thereafter it should use that land. In this way the position of the Government will be further strengthened, and it would also be able to assess the position of Government mills.

In Mumbai the earlier Congress Government had already given permission to several mills to sell their lands and to use the money. I have the names of those mills with me. I need not read out all those names. I shall point out the names of some of them which include Kamla Mill, New Mill, Modern Mill, Standard Mill, Shri Ram, Piramal, Mafatlal, Hindustan etc. The Government had imposed a condition that out of the proceeds, one third of the land would be given to the Housing Board. There it is called 'Mahada', The Maharashtra Housing Development Authority, of which Shri Sarpotdar was the chairman up till last week. He will provide land to 'Mahada' for Constructing dwelling units for the people. The next one third land would be given to the Mahapalika which provides Civic amenities. And the rest one third land will be sold and the profit earned by selling it would be utilised for renovation, modernisation etc. The one third land of the owner was sold but land was not provided to 'Mahada'. The work relating to construction of houses did not progressed. Moreover, no land was provided to Mumbai Mahapalika for carrying out its activities. We are talking of providing concessions, but we also need to think as how to control that.

I have also found that the big mills like Century Mills, have closed down their units in Mumbai, but they have

opened small mill in Indore. As a result of this the workers had to stay there itself. The Morarji mills have started units in Dawangiri Nagpur, Mafatlal has opened a small mill in Navsari Thakarsi has started work in Karar', while Rubi Mills have taken up work in Khapoli and Shri Ram Mills has started work in Devas. The big Mills are closed down only as a show off exercise, but actually they restart small units at other places. I think this is a cheating with workers. It is our duty to check this cheating.

Lastly, I would like to ask whether the workers have been benefited through the textile workers Rehabilitation Fund Scheme. I would like to know whether the hon. Minister is satisfied with the progress of the work under that scheme.

If he is satisfied, the feeling of the workers should also be realised. No body is satisfied. The biggest industrial unit of the country on which two Crore people are dependent is ruined in no time for want of solution to the problem of the unit. I am not referring to the ruling Party alone. It is the duty of every Member to find out the remedy of this problem and move the things in the right direction.

The hon. Minister and the hon. Speaker have called a meeting at 3.00 p.m. We will give our constructive suggestions there. Moreover, I would like to request that we should formulate a policy by taking it as a problem of the country and not as the problem of a Political Party. What is that new policy? If the Government submits a status report, in this regard then I assure you on behalf of our party that we will support it and everyone will support whatever Scheme is made by the Government. I request the Government to work in this direction and take the credit of saving the sick industry. With these words I conclude.

[English]

SHRI ANADI CHARAN SAHU (CUTTACK): Mr. Chairman Sir, after Shri Sanat Mehta has painted a brilliant canvass of the impending disasters and the storm, the dark pregnant clouds, the plight and the flight of workforce of the textiles industry, I do not think there is any necessity for me to repeat the same. Any attempt on my part can at best be the second best. What he has indicated is really a matter to be browsed over. We are facing lots of difficulties in the textiles sector.

My objective here is to indicate as to what a particular group of people in Orissa are facing because of the difficulties in the textiles sector, be that the jute industry, as the hon. Chairman had indicated yesterday, or the cotton textiles industry. A large number of people who were going to Calcutta for working in the jute industries—it is not necessary for me to repeat—have become unemployed now. The large barns along the canals of Cuttack district are lying unutilised. Nocturnal prey birds are the only inhabitants of those large barns and the people do not have any work. Jute production also has gone down considerably. The support price that was being given for jute has also gone down. The Jute Corporation of India was giving some help. The Government of India owes them something

to the tune of Rs. 250 crore. A crippled Jute Corporation cannot do anything to revive the jute industry.

I am not speaking much on the jute industry. I will be going into the textiles industry. I will indicate only a few points. There are four points regarding sickness in so far as the textiles industry is concerned. With your kind permission, I will only indicate very briefly what are those four points of sickness that have been creating problems for the textiles industry. The first one is lack of modernisation. We have lots of industries whether in the organised sector or in the unorganised sector. In the organised sector we have lots of composite mills. I think 250 composite mills are there in India. They have the difficulty of modernisation. For that we are responsible, whether it is the National Textiles Corporation or any other mill. I would like to tell that political sensibilities, or insensibilities for that matter, or expediency overcrowded common economic logic in the textiles industry over the years. I do not like to blame anyone. We had imposed certain things on the mills asking them to produce cheap clothes. I think 50 per cent was the quantum which was fixed for the composite mills. They were to produce 50 per cent clothes for the poorer sections and they had sustained losses. The Government did not adequately compensate those losses. We faced lots of problems and modernisation as a result we suffered.

Apart from modernisation we have the practically stagnant demand of cotton textiles. In India 75 per cent cotton textiles and only 25 per cent synthetic fibres are used. The world scenario shows that 51 per cent synthetic fibres and only 49 per cent cotton textiles are being used. When there is stagnant demand and there is less raw material supply, there is difficulty. In India the per hectare production of cotton is about 290 kgs. whereas generally the world production is about 800 kgs.

15.00 hrs.

Our neighbour, Pakistan is producing about 500 kg. per hectare. The cost of production of cotton has been going up in India, as a result of which there is irregular supply of cotton to the industry. The raw material supplied is absolutely irregular and the prices have gone up. It may be seen that within the last ten years the cotton price has gone up by 150 per cent whereas the finished product price has gone up by only 72 per cent, as a result of which there is a disparity. The cotton textile industry cannot cope up with these disparities.

We used to have the best variety of cotton from the Coimbatore area. This was the SAVAM variety which was comparable to Giza 45 or the Egyptian cotton variety. But because of lack of subsidy and support from the Government and lack of support from many other sectors, the production of the SAVAM variety has completely stopped. We are importing the Giza variety at a very enormous cost. The cost is so high that to bring that variety of cotton to India, making finished products and sending them to the market have become a difficult proposition now.

We are now depending for cotton textiles and garments

mostly on exports. The exports have increased by 13.5 per cent. But this increase will not last for another ten years. We have the treaty of the World Trade Organisation of this; we have the MFA. In seven or eight more years, there will be no export at all because we will have stiff competition from the countries which have been producing cotton textiles or synthetic fabric or anything of the sort. We have to have a long-term planning on this.

I am talking only about the sickness. I am not going into the other details of it. The next aspect is working capital. Unless the Government comes forward to give some working capital to the industries which are going sick or have gone sick, they would not be able to revive their units. Let us take the case of the National Textiles Corporation. It was decided that Rs. 2005 crore would be required for reviving other units under the National Textiles Corporation. We have one of such units in Orissa, the Bhagatpur Cotton Mills. It is a spinning mill and it was doing well. Only for non-sanction of funds for paying the electricity dues, that mill has been closed.

Will the hon. Minister of Textiles kindly lend me his ear? I wrote a letter to him about five months ago requesting payment of the Employees Provident Fund amount. I would not say what that I got was 'a terse reply' but I would term it 'an evasive reply'. If they want to close the mills, it is all right. The BIFR has said that in the eastern grid there are eighteen mills under the National Textiles Corporation and that they want to reduce it to fourteen. So far, so good. Let them close the mills, if they want. Political expediency is absolutely necessary. They can take it up. But those people who would be rendered jobless do not have anything to see but a bleak future. Why the Government does not take a decision either to revive or to close down the mills? A decision has to be taken. As I indicated earlier, political expediency or inexpediency should not stand in the way of the people who have been working in the textile sector.

In Orissa, we have two important areas where sarees are being woven. One is at Maniabundh in my constituency. That is the only area in India where about five to six thousand original Buddhists are staying. They have all been Buddhists for the last two thousand years and they are weavers. They mostly require the medium count textile fabric. In earlier days, they used to get it either from Bhagatpur or nearby areas. We had cooperatives. We still have a cooperative which is in a moribund State in the Dhenkanal constituency of Shri K.P. Singh Deo, the Govindpur Spinning and Cotton Mills. These weavers are not getting the required cotton. The Buddhists have to go to Tamil Nadu. Think of the overhead cost !

The people who have been producing the best sarees are not able to do it because cotton fabrics are not available. Cotton fabric of the best variety can be available if we revive the Coimbatore long yarn cotton, that is, *Suvani* type of cotton. So, you may kindly take some steps, as you have been taking steps in wheat, a paddy and in many other sectors of agriculture. Why do you not take it up

[Shri Anadi Charan Sahu]

now itself? I am sure you would be able to compete with the best variety of fabrics outside this country.

These are the four reasons for which we have sickness. Now, to compete with others, to compete with the people who have been producing the best textiles in the world, what is required? There are four requirements. The first is the quality, that has to improve. It may be that you use synthetics in warp or whoop—whatever the technical term it has, you know it.

*Pallivastra*, that is polyester and cotton, has become very very popular now. In Maniabundh also, I have found that the Buddhist weavers use the *pallivastra*, which is quite popular. Why do you not popularise it in some other sectors also?

Then we have designs. It is a fact that we have unorganised powerloom sector and we have unorganised handloom sector. The unorganised sectors are over taking the organised composite mill sector. But the mill sector can take up a little bit of research with the Government money, with the Government funds or with the Government assistance for new designs so that it can compete with the best of the world.

We have the best designers in Orissa, in Maniabundh or in Sambalpuri sarees. That is why, Maniabundh or Sambalpuri sarees are famous all over the world. They have cotton fabrics; they have silk yarn. Even now some of them are also using polyester occasionally, to produce the best sarees. So, the design is the most important thing which the hon. Minister of Textiles may kindly think of in getting the best.

Then, we have reliability

THE MINISTER OF TEXTILES (SHRI R.L. JALAPPA): May I intervene for a minute? We have six centres mills for fashion technology now. We have been trying. In addition to that, we have computerised design centres also. We are doing our best and we know that without designs, we cannot compete with the outsiders. We are at it.

SHRI ANADI CHARAN SAHU: Thank you. I would tell a story about a man who was in Banaras. His name is Supkar; he is from Orissa who got *Padmashree* for good designs. Good designs, Mr. Minister, in your laboratory cannot stand unless you bring people from the original areas where there is weaving and all sorts of ideas. Those are the people who have dedicated their lives in preparing designs. We had *Padmashree* Krutarth Acharia and we also had another person, Supkar who was staying in Banaras. Supkar was a musician, but he was a good designer too. Many of you might be knowing those people. Those are the real and innovative types of people. I do not say that we have such people only in Orissa, but we have such people in Kota or in any other place in this country. There are designers who are good and innovative who have original ideas. So, they have to be brought in.

Then, we have reliability and price. Price is the most important factor. We have to think of controlling the prices. In this connection, I would like to invite your attention to this thing. A lot of subsidy claims are made, here and there, by different people. You have sanctioned about Rs. 750 crore for subsidy claims, but only Rs. 460 crore has been fully utilised.

Textile Modernisation Fund had been created by the Government with a fund of Rs. 750 crore, but only Rs. 421 crore had been utilised. Why is it so? Why can we not utilise the entire fund and create something new so that the textile industry could survive?

In textile industry also we have one difficulty. The spinning capacity is 86 per cent whereas the weaving capacity is only 53 per cent. That creates a lot of problems. You have more yarn, but less of weaving capacity and less of clothes. That has to be balanced in a proper manner. It is very good that you have been importing viscose staple fibre. That is almost cotton. You may kindly bring it, instead of bringing cotton which is priced very high.

So, these are the few things which I wanted to tell when you are thinking of the textile industry. We have about 50,000 to 60,000 Oriya people working now in the textile industry in Gujarat and slowly, they are coming back to Orissa. Kindly think of the agony of those people who are without any work. My concern is for those persons. I am not a textile magnate nor do I know anything about it. We have some four or five textile and spinning mills in the State sector which are in a moribund state. We have to give them morphine and coramine and all these things from time to time to revive them, to make them live and not to let them die. But the only one mill of the National Textile Corporation, the Bhagatpur Cotton Mills is already dead. I do not know whether you are reviving it or not but the corpse is there. My interest is for those people who have been coming away slowly from Gujarat. Kindly think of them. My friends from Gujarat have asked you to give some compensation or some employment or something of that sort to the labour force which is not having any work. The Government, being a welfare-minded Government, have to think of those 50,000 people who were staying in Surat and during this trouble, they had come away. Again they have been going back. A large number of people who had settled in Surat area had been working there and now, because of the closure of these mills, they have been coming back to Orissa. It may be true of other States also. What is true of Orissa could be true of other States also. So, there should be a proper policy so that these sick industries could be revived. It would not be difficult to revive these industries with a little bit of imagination, help and support.

Now, what are the remedies? I would like to tell about the remedies and wind up my speech. There should be full support to the Export Promotion Councils. If there are Export Promotion Councils, the Government should support them in whatever way possible. Then, there should be concessions in exports. Now we are exporting. It has gone

up, within one year, by 13 per cent. Kindly give them concessions in whatever way possible. Then, duty free import cotton should be given for the time being. As I had indicated earlier, subsidy should be given to the farmers who start growing cotton. You know of Kalahandi which is a drought affected area. Fifty years back, it was producing the best variety of cotton. Now it is not there. So, unless we give some subsidy to those people, it would not be possible to revive the very basic matter of supply of raw materials.

Last but not the least is about modernisation and replacement of funds. Kindly do not misunderstand me if I say that there is a morbid propensity to sloth on the part of the Government to procrastinate the matter. There is morbid propensity and that morbid propensity of procrastination should go. If we can do that, then this industry will survive.

SHRI R.L. JALAPPA: Sir, there is a meeting organised by the Speaker and so, I have to go and attend it.

MR. CHAIRMAN: You may please go. You may ask some members of the Cabinet to remain here to take note of the points.

SHRI HARIN PATHAK: Sir, at what time is the Minister going to reply to the debate?

MR. CHAIRMAN: I shall be able to inform after some time.

SHRI HARIN PATHAK: Would it be at 4 P.M.?

MR. CHAIRMAN: Not exactly. The Speaker will decide about it.

SHRI C. NARAYANA SWAMY (BANGALORE NORTH): Respected Chairman Sir, I thank you for the opportunity you have given me.

There has been a lively discussion in the House on the problems relating to the textile industry of the country. Our esteemed colleagues here in the House have drawn the attention of the Government and the House especially to the problems relating to the textiles, with special reference to cotton and jute.

Textile, especially, cotton and jute have drawn the attention of the House and the country during the past few days. I would like to refer to another facet of textile, especially that relating to the silk industry.

India stands second in the world in the production of silk. China has the highest production of silk in the world, producing 74,000 MT annually. The annual production in India, which though stands second in the world, is only 14,000 MT. In view of the fact that there is tremendous potential for the production of silk and also export of silk world-wide, India can play a dominant role in this field.

The Central Silk Board was established by the country to promote the production of silk in the country through its research and development facilities. The activities of this

Board have been funded by the World Bank till recently. Till the end of December last year, we had what is popularly known as the National Sericulture Project which, as I said earlier, was funded by the World Bank. Now, by the end of the last year the World Bank assistance has come to a close with the result the funds required for the development of the silk industry in the country would have to be mobilised from within the country. The various activities which were undertaken by the Central Silk Board, have now been handed over to the respective Departments of Sericulture in different States.

We have traditional silk producing States in the country. In view of the importance that the silk industry has world wide, Government has thought it fit to extend it to newer areas which are called the non-traditional States in the country. There is a need to provide the resources required for the industry. A lot of administrative and financial arrangements need to be undertaken by the Government in this respect.

I would like to place a few facts in relation to this industry. Last year, our total requirement of silk was estimated to be 24,000 MT of raw silk. As I said, 14,000 MT was produced indigenously in the country. We had 100 per cent export oriented units which were allowed to import raw silk from other countries, mainly from China. By using this imported silk, they were expected to show their exports of value added products, mainly readymade garments and upholstery materials to different countries. Nearly 4000 MT of silk was allowed to be imported through legal channels for these EOUs. Taking 14,000 MT of indigenously produced silk and 4000 MT of silk imported legally, it comes to 18,000 MT of silk. there is a gap of 6000 MT of silk. Altogether we use 24,000 MT of silk.

I would like to bring it to the notice of the Government, through this honourable House, that this gap of 6000 MT was bridged neither through legal imports nor through increase in indigenous production of silk but through the smuggled sources of silk. This 6000 MT of raw silk came into our country across the borders of China, Vietnam and other such places. Even out of 4000 MT of silk that was imported legally into the country through the export oriented units, much of this raw silk was allowed to be imported duty free by the Central Government through the EOUs because it was procured at a cheaper price than the market price prevailing in the country much of the legal imports went into the open market, though not used for the production of silk by the EOUs.

In view of this, there is a parallel silk supply, especially of silk of imported variety. This fact has to be borne in mind while we frame our policy for the development of silk industry.

I would like to mention here certain loopholes in this industry. Sericulture and silk industry are the fields which provide maximum employment at minimum investment by the Government. Investment either by the Central Government or by the State Governments is minimal when compared to the input and employment ratio in other



[Shri C. Narayana Swamy]

sectors of our economy. At this juncture, I would like to mention that when a farmer takes up silk worm rearing, there is employment at that level. There is employment at various phases of this industry like reeling, twisting, weaving, dyeing. And then we have the popular and developed ready-made garment industry which again provides employment to millions of unemployed people especially unemployed women in the country.

There is a need for modernisation of this industry. I would like to inform here that the quality of silk that is imported into the country from China and other countries is superior in many respects. Especially *renditta*, that is, the length of yarn that we get in a cocoon of silk worm, is different when we compare it with the silk of the other country. In order to improve the *renditta*, research and development activities have to be improved.

When we can worldwide get a kilogram of raw silk with, say, five to six kilograms of cocoons of exotic varieties normally we require eight to ten kilograms of indigenous varieties of cocoons to produce one kilogram of raw silk. Unless we bridge this gap, the cost of production of our silk would be very high and it would not be competitive. In other words, we would be able to get superior quality of imported silk at a cheaper price than indigenously produced silk of equal quality. We have to give thrust on these things. It requires financial inputs into the modernisation of existing machinery, into providing better and exotic quality of silkworm seed and also improving the quality of mulberry. Most of the silk production in the country is mulberry-based. Improving the quality of mulberry and cultivating high-yielding varieties have to be popularised.

We have both powerlooms and handlooms. We have been using age-old and outdated looms nationwide. The Government will have to bring in a policy for modernising these looms. Poorer segments of the society who are involved in this field of activity as a self-employment oriented activity must be given financial and technical assistance by the Government.

As I said, after this activity which was mainly with the Central Silk Board, after the withdrawal of the facility by the World Bank, is handed over to the respective State Governments, we find that not all the States are giving equal importance for the development of sericulture in their respective States.

Infrastructural facilities that had earlier been established in different States by the Central Silk Board have now been handed over to the respective States. But they remain unattended to in most of the States. Now, the Government of India must take it upon itself to see that these projects do not suffer for want of finances, for want of priority importance by the States. So, I would request the Government and the hon. Minister of Textiles because he has been evincing keen interest in the development of textiles in attending to the problems of the industry. He has also—I should thank the Government through you—taken the

initiative to provide the latest multi-end reeling equipment and machinery, subsidising it where we had the traditional cottage basins. The same is sought to be replaced by the recently developed reeling machinery where we will have better quality of silk. It is another aspect. In order that we have to compete globally, we have to meet the world standards in design and also in quality. Now, there is need and the Government is also taking action in this respect by bringing in computerised design, technology and also other innovative methods of popularising this industry. I am happy to say that.

I call upon the Government to give more importance to this industry. I would suggest that in order to bridge the gap in the demand and supply of good quality raw silk in the country, there is need to improve the supply of raw silk to the weavers in the country. The Ministries of Finance, Commerce and also Textiles must coordinate the overall development of sericulture and silk industry in the country. Smuggling of raw silk into the country must be prevented. The Government must set up a Fund to see that there is price stabilisation of raw silk and to see that silkworm weavers are not exploited when there is no demand for the silk produced by them.

At this level, I would suggest that Government takes steps to see that there is stabilisation of prices of raw silk of cocoon produced by the sericulturists so that the prices do not fall below the cost price with the margin provided for the efforts of the families.

Now, I would suggest at this juncture though this is a controversial measure in other countries like Japan when they were allowed to import raw silk from other countries, they imposed duty on the imported yarn and made it available at a higher price indigenously so that the prices of locally produced silk do not go down and they are able to have a support price indigenously. And the amount that the Government, I would suggest, would get in this process runs into hundreds of crores. The margin that the Government would legally be getting would help in preventing smuggling in the country. The amount would also ensure supply of raw silk to the weavers in the country. This amount can be used for establishing a Price Stabilisation Fund or silk Industry Development Fund in the country.

I would like to refer to the position of handloom weavers in the country. There is a need for modernisation and technological improvement. Regarding khadi, I would like to say that most of us use khadi but in view of the fact that it requires a lot of input, the cost of production of khadi is more when compared to synthetics in the country. There is need for support from the Government. The rebate that was available for the sale of khadi cloth during certain festival seasons is withdrawn and that has to be again reintroduced with effect from 1.4.97.

I would request the Government to provide for the sustenance of this industry and to see that the sericulture industry as a whole does not suffer because while we see an increase in the export of textiles in the country, the foreign exchange earnings in this field, amounted to our



40 per cent of the total export earning in the country last year.

But the export of silk garments has marginally come down last year because of these vagaries. I would call upon the Government to see that equal importance is given to this silk industry and ensure increased exports from the country.

SHRI PRAMOTHES MUKHERJEE (BERHAMPORE) (WB): Sir, perhaps I am the last speaker, I must get sufficient time to cover my agonies.

Thank you, Sir, for the opportunity given to me to express my views on this highly important Motion in regard to the problems of textile industry in our country.

Sir, Indian textile industry had a good day. It had its market all over the world but that Indian textile industry had lost its viability not due to its own inherent weakness but due to the mishandling of the situation by the Government of India.

Sir, I have heard the valuable speeches in this House. I have heard the sweet words and sweet promises from the Textile Ministry and from the Government of India. But those sweet words, and those good promises did not help in the recovery of the textile industry from sickness. They could not recover the decaying textile industry.

Sir, I have seen and I have experienced the influences of the new economic policy of the previous Government. I have also seen and observed the impact of the new economic policy upon the decaying textile industry. The new economic policy of the previous Government was the policy of privatisation and liberalisation. That policy of privatisation and liberalisation is still seen today even after taking over by Shri P. Chidambaram, our hon. Finance Minister. Sir, it is very unfortunate that the new economic policy of the privatisation and liberalisation has strengthened the hands of the multinational corporations, the national bourgeois or the private sector. Sir, there is an history behind the growth of public sector undertakings in our country. There is also an history behind the growth of the idea of nationalisation of the textile industry. The nationalisation of this industry did not come at the mercy of anybody. It came into existence after a long toil and after a continuous struggle of the workers and the trade unions all over the country.

Sir, we can still remember the days of the late sixties which was the decade of transition from private monopoly to State monopoly. We still remember the days of the late sixties which was the decade of switch over or change over from the private management to the State management of the industries and of the enterprises. Those days had gone. But in the year 1969, we still remember, that fourteen banks were nationalised by Shrimati Indira Gandhi, the then Prime Minister of our country. At the same time, following nationalisation of fourteen banks, we saw that the management of the textile industry, and the management of the coal mines were nationalised by the Government. What was the compulsion for nationalisation? What was

the compulsion for the Government to take over the managements of the coal mines, the banks, and the textile industry? The pressure of the people, the social circumstances, the economy, and other events were the contributing factors which compelled the Government to take over the managements of these industries.

We cannot forget these incidents. I am surprised when I see that the Nationalisation of Indian Textile Industry Mills Management Act was passed on the floor of the House in the year 1973. No one took over the management of the textile industry unnecessarily. This House resolved unanimously for the nationalisation of the textile industry. I cannot understand how the Act of Nationalisation can be withered away by the successive Governments. When it was nationalised under the Nationalisation Act, how can this be changed or altered? This cannot be done.

Through you, I urge upon the Government to consider how this Nationalisation Act was relaxed or altered otherwise. It cannot be done. So, I beg of you to refer to the history of the Chapter of nationalisation of Indian textile industry only because of the fact that I had bitter experience of the NTC of Eastern Zone. My friend has already referred to it. It is NTC of WBAOB, West Bengal, Assam, Bihar and Orissa. What is the functioning of the Corporation? What was the commitment given to the people, given to the management at the time of nationalisation of these mills? The Central Government was committed that the working capital, materials would be supplied to the industry, to these mills; that these mills would be revived and modernised. Has the Government fulfilled the task of modernisation? Today the Indian textile industry, NTC is sick. Why has it become sick? It is because, the Government have failed to fulfil their commitment to supply the working capital to the management for modernisation of the mills. That is the main reason.

There is a very old Bengal mill, namely Mohindra Bengal Textile Mill in Kasimbazar in my native town, Berhampur in the district of Murshidabad which falls within my constituency. I know the pros and cons of this Mohindra Mill and what happened there. That was a private mill. The mill was owned by a private rich man. That mill did not come under the Nationalisation Act automatically. My leader, Shri Amal Roy, you know very well, who was ex-MLA of West Bengal and veteran trade union leader and General Secretary of Mohindra Mill Workers Union and UTUC leader and our highly respected leader, Shri Tridib Choudhary, Member of Parliament from Rajya Sabha interfered into the matter and then launched a movement. The workers launched a movement. The people of the town launched a movement. We demanded that this mill, namely Mohindra Mill which was already closed by the private owner, should come under the Nationalisation Act and should be nationalised immediately in the interest of the workers, in the interest of the people of the area. After a long struggle, after the hunger strike, after fasting, after a serious movement launched by the workers, that mill had been nationalised by the Government of India during the regime of Shrimati Indira Gandhi. At that time, after

[Shri Pramothas Mukherjee]

nationalisation of this mill, after taking over of the management of this mill, the Government gave a commitment that the working capital would be supplied for the modernisation of this mill. Is there anybody in the Government who can say that the working capital was supplied and that had been misutilised? No. They did not supply the working capital to the management of this nationalised mill for the modernisation, for raw material, etc. This is the reason for the sickness of the mill.

The failure of the Government is the main reason for the sickness of the textile industry. Who is responsible? The Government is responsible. There were 1,500 workers in the Munindra Mill, now the number has come down to 364. More than 1200 workers have gone away; either they have passed away or they have retired from the service. All the workers of this mill have been thrown into the streets to die of starvation. This is the condition, this is the fate of the workers belonging to the nationalised textile mills. Who is responsible for it? Why the Government did not supply the working capital for the modernisation of these mills? Who will be responsible for the sickness of these mills? It is neither the workers, nor the management, but the Government.

Moreover Sir, I will refer through you that I have experienced and observed the activities of the BIFR, the Board for Industrial and Financial Reconstruction. The BIFR was constituted by the Government for the recovery of mills from sickness to activity. What is the function of the BIFR, what is the role of the BIFR today? Is the bureaucracy on the head of the BIFR 100 per cent honest to take stock of the situation, to study the entire situation and to recommend revival? I have doubts enough. The BIFR is not sincere in its work for the purpose of revival of sick industry. This is my submission to you and it is for your consideration because you are also a champion of the cause of the working community.

Sir, I will refer to a judgement, perhaps it might have come to your notice also. I do not know whether there is any difference between the editions of *The Statesman* newspaper of Calcutta and Delhi. Otherwise, I could supply the paper here. In the Calcutta edition of *The Statesman* of 3rd April 1997, I see one very important information that on 2nd April, the Calcutta High Court gave a historic judgement that the payment of wages, supply of working capital, supply of raw material, etc. cannot be stopped to the nationalised textile mills. It further said that the electricity cannot be stopped, provident fund of the employees cannot be diverted and that the workers of the nationalised textile mills should be paid their dues. The Calcutta High Court has taken a very serious note of this incident that the Government could not take up the appropriate action for the payment of wages, provident fund, gratuity, pension and other Voluntary Retirement Scheme benefits. So, Sir, I urge upon the hon. Minister to take note of the news item as published in the Calcutta edition of *The Statesman* of 3rd April, 1997 and would

request the hon. Minister to take appropriate action in this regard.

Lastly, my friend and colleague, Shri N.K. Premchandran, who is a Member of Parliament from Quilon parliamentary constituency, Kerala has given me an information to bring it to your kind notice.

He has said that Parvathi Mills in Quilon has to be modernised. The Government knows it very well that Parvathi Mills of Quilon is a viable one but it cannot be continued, it cannot be made workable and it cannot be modernised unless the Government sanctions sufficient money in the form of grant for its modernisation.

MR. CHAIRMAN: You have mentioned that. Kindly conclude now.

SHRI PRAMOTHES MUKHERJEE: Sir, I beg to mention it for your kind information and for the information of the Government that adequate funds should be released for the modernisation of Parvathi Mills of Quilon.

MR. CHAIRMAN: Now I request Shri Jagat Vir Singh Drona to speak.

SHRI JAGAT VIR SINGH DRONA (KANPUR): I would like to make a submission that Shrimati Sumitra Mahajan wants to speak now as she has to catch a flight today. I am prepared to forego my chance now and I will speak later on.

MR. CHAIRMAN: All right. Now I request Shrimati Sumitra Mahajan to speak.

[Translation]

SHRIMATI SUMITRA MAHAJAN (INDORE): Mr. Chairman Sir, I shall express my views in a few words. I shall not repeat the points already made but one thing is clear from speeches that the House is concerned regarding Textile Industries. Textile industry is earning foreign exchange and has provided employment to over 20 lakh workers which means about 50 lakh people are earning their livelihood from this industry. But Textile mills are being closed down. Many reasons have been assigned for the closures. But textile industry never attracted due attention required for its growth. National textile policy, which is being repeatedly demanded, would have been prepared even much before, provided we would have given proper attention. But it has not been formulated so far. New textile policy was formulated on 6th June, 1996. It has been often said regarding various lacunae in the policy. Then Abid Hussain Committee was constituted. It gave some suggestions that how three departments will work for Textile Industry and how will they improve the functioning. But no attention was given towards these suggestions. Thereafter, an idea to formulate an integrated textile policy was mooted. In April 1994 a tripartite agreement was arrived at with Government of India and a tripartite Committee headed by the then Labour Minister and presently Speaker Mr. Sangmaji. The then Textile Minister was a member alongwith some other members. The committee declared

that we shall not close N.T.C. mills and shall pay them wages idly and all the mills will be renovated. Many things were said. It is a matter of great sorrow that an institution called B.I.F.R. was formed. B.I.F.R. was assigned with job of reconstruction and to give suggestions and prepare packages to run mills and to give solution of checking the sickness, and to give suggestions to revive closed mills or streamline the functioning of sick mills. To offer such type of package was the duty of Board. There are 271 cases before B.I.F.R. regarding mills. B.I.F.R. has suggested to close most the mills and package for restructuring have been given for only 13 mills. 7 of them have been granted approval. This is the latest position regarding sick mills. I am telling all these things because once upon a time we use to get up with the siren of the mill and whole family used to hope that workers going on work will earn bread and butter for them. Whole city used to awake with the siren's of the mills and the city was known for its textile mills, but in today not only worker but family after family is compelled to commit suicide. Mass suicides are taking place due to closure of these mills in this city. Worker's used to rush to their mills because the gate was closed to if he was a bit late. It means that these rules were meant for workers and we said that mills will not be closed but mills are being closed down at an accelerated pace.

We constituted a reconstruction board, which should give packages for these mills but it is not performing its job properly then who will speak against them, who will take action against it? There is no device for this. I would like to point out one more thing that mills are being closed down and as Ram Bhanji told earlier, it is a matter to think over neither anyone has stopped wearing clothes, nor production has been stopped, then what is the wrong with these mills. We had formed a fund named National Renewal fund, but this fund is being used more and more for V.R.S. This fund is being used to close mills and as how to give retirement to workers.

I am pained for two things. In my town workers use to go to N.T.C. Mill, because you cannot to retrench all the workers, however they are not getting salaries for even three-four months, but they hope to get their salaries and they have no work in the mill as cottons is not available. Even cotton which is available there is not of the required type and quality. This is also one of the factors responsible for the losses to the mills. If we thought that, the

[English]

unworthiness of the composite mills,

[Translation]

is also an aspect. Mills are closed down because the quantity of cotton required was never supplied. It is very painful for me, because I try to meet them once in one or two months because I can do only this for them. They go to mills and they have no work there and as you know that

[English]

empty mind in devil's workshop.

[Translation]

Workers play cards and then they do somany other things. Today the working capacity of those workers is being wasted in petty things.

Secondly, the V.R.S. benefits are availed by most of those workers who are about 35-40 years old. A worker of 35-40 years gets about Rs. 35-40 thousand according to his service. He takes voluntary retirement and we become happy that fund is being utilised, we give them voluntary retirement thinking that he will be engaged in other work somewhere. We go by the number of workers who take voluntary retirement, and the expenditure incurred. For this purpose. But my view is that a capable man at the age of 35-40 years takes retirement for a consideration of 35-40 thousand rupees. But today, when there devaluation of money this amount is negligible. He wastes half of the amount in gambling, speculation and wine. Remaining amount is spent on his daughter's marriage and he comes on the roads again as he does not get any job.

I am saying so because just now, the hon. Member Shri Ram Naik mentioned that the big mills are being closed down in his area and small units are being proposed to be set up there. Small units are being set up even in a city like Indore, this is true. However, they have developed a mentality not to employ the workers of closing down textile mills in these units. Therefore, they are rendered unemployed. The worker and his family have to starve. Such is the prevailing situation. We have never paid any attention about the factors responsible for the closure of these mills.

Proposals for modernisation are given, but no efforts have been made in this regard. No money has been allocated. That is why there has been deficit of working capital in the NTC mills. When the Government nationalised these mills, it was because private industrialists were unable to run them smoothly. However, after nationalisation working capital was essential to be given, but it was not given. It is not being allocated even at present. Thus, the production in these mills declined and prices increased gradually and finally these mills had to be closed. These were the underlying factors of the closure of these mills and nothing was done to prevent the situation. Renewal fund was required, modernisation was essential, but nothing was done. Today, we talk about taking the nation towards 21st century and introducing computer in every field. But what can be expected if the same age old technology remain there in our textile mills.

There is a mill in my area. The covers of the boilers installed there cannot be opened. Therefore the machines cannot be used. After the machines are bought, it is realised that they are of no use such bureaucracy is working in NTC. But there is no curtailment in their salaries, car

[Smt. Sumitra Mahajan]

facility and A.C. facility. It is the worker who is the sufferer. He finds it difficult to make his both ends meet.

My only submission is that when we talk about modernisation; we should make efforts in this direction. A secretary level committee was constituted. We had a package of Rs. 2005/- crores. However, no money is being invested in this regard at present. The manner in which devaluation of rupees is going on, the amount would reach Rs. 3000/- crores. This aspect has also been assessed. It was said that the land should be sold and the money be utilized for the purpose of modernisation, though this is also a disputed matter. In Madhya Pradesh also there is a dispute regarding the ownership of land. The Central Government has right over the mill and the profit earned by it as well as the revenue, but the owner of the land is the State Government. The matter regarding the sale of land has already been mentioned by Shri Ram Naik and I would not like to repeat the same. However, the secretary level committee observed that the mills were not in the condition to be run. At the same time our committees like those in Atria, Bitla, Sitna etc. conducted research in this regard and considered them worthy to be run. It is necessary to look into this aspect that why two opinions are formed, what are the reasons for it?

In Madhya Pradesh, the situation was so that though the mills were in the condition to be run, yet they were required to fulfil only their liability. Either it should be waived off or it should be postponed for at least ten years. Similarly, electricity is not available there. If the payment of electricity bill can be delayed, then the problem can be solved. Therefore, these mills cannot be started without taking such decision. After all, this problem is related to human beings, to the workers who are no less important.

16.00 hrs.

If fifty lakh people face problems, the whole society is enmeshed into it. When people face problems, they find different ways for the solution. Problems spoil the entire atmosphere of the society. Therefore several concrete measures are essential to be taken with a sympathetic approach to solve the problem. It won't do by just implementing a scheme, allocating some funds and proposing modernisation. Some concrete steps should be taken. If something is done in this direction, then only they would get their rights. If they do not get their right, these fifty lakh people would certainly do something somewhere in the society. The solution to the problem should be found keeping these factors in view.

With these words, I conclude.

SHRI RAM BAHADUR SINGH (MAHARAJGANJ): Mr. Chairman, Sir, the crisis in textile industry is being discussed in the House since yesterday the hon. Members have already highlighted the problems in detail, which I would not like to repeat. However, I would like to submit one thing that the matter regarding handloom industry and powerloom industry has not been discussed as seriously

as required during the discussion going on since yesterday.

Sir, it is well known that these industries contribute a lot in fulfilling the requirement of cloth in the country. Crores of people, not lakhs are engaged in these industries, who somehow manage to make their both ends meet. It may be mentioned that this industry require least capital and employ more number of people. Therefore, I would urge upon the Government to think seriously over it. I do feel regretted that these industries have been left incomplete.

Sir, now I would like to draw your attention to my own constituency.

SHRI JAGAT VIR SINGH DRONA: Sir, a serious matter is being discussed in the House. The hon. Minister of Communications is present here, we are grateful to him. It is the joint responsibility of the textile Ministry and Finance Ministry, but neither of the two Minister is present ...*(Interruptions)*

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): I am present and noting down the points...*(Interruptions)*

SHRI JAGAT VIR SINGH DRONA: The hon. Minister of Communications, Shri Verma Ji, we are grateful to you...*(Interruptions)*

*[English]*

SHRI SONTOSH MOHAN DEV (SILCHAR): Sir, the Minister of Textile is having a meeting with the hon. Speaker and Members.

MR. CHAIRMAN: The Minister of Textiles has sought the permission of the Chair.

*(Interruptions)*

SHRI JAGAT VIR SINGH DRONA: But he has left the Finance Minister here. He too has gone without seeking any permission...*(Interruptions)*

MR. CHAIRMAN: Anyway, some Member of the Council of Minister is here.

SHRI JAGAT VIR SINGH DRONA: Sir, either the Textiles Minister, the Finance Minister, the Agriculture Minister, the Minister of Petroleum and Natural Gas or the Minister of Heavy Industries, should be here. ...*(Interruptions)*

*[Translation]*

MR. CHAIRMAN: Please listen to me for a minute. The Minister of Textiles has left with the permission of the Chairman. Some other Ministers are there, and we would tell about the Minister of Finance.

*(Interruptions)*

SHRI JAGAT VIR SINGH DRONA: If you are satisfied, then it is alright...*(Interruptions)*

MR. CHAIRMAN: Let him speak. It is our duty to listen to him.

*(Interruptions)*

VAIDYA DAU DAYAL JOSHI: Treasury benches are all empty. Whether they have boycotted? ...*(Interruptions)*

MR. CHAIRMAN: Joshi Ji, we have to listen to him also. It is our and your duty to listen to his problem. Shri Ram Bahadur Singh Ji, please speak.

SHRI RAM BAHADUR SINGH: Sir, through you, I would like to draw the attention of the Government towards my Parliamentary constituency. There was a time when network of Handloom industry was spread in Maharajganj and Siwan district of Bihar. Cotton clothes from there were supplied to the various parts of the country. Two things of Maharajganj—the bed sheet and quilt were very famous all over the country. But that industry has been lying closed. Lakhs of people have been left to starve to death due to the closure of that industry. Similarly, cotton of five hundred number is spinned with hands ever today in Methilanchal area of Madhubani. Bhawra area of Mithilanchal supply 'dhoties' to various parts of the country. The sarees, dhoties; bed sheets or other cotton clothes manufactured in Madhubani are far superior than those of South, specially the quality of 'Kokta' cloth manufactured in Madhubani is not manufactured in any other part of India. Similarly, the silk of Bhagalpur, Bihar, is popular not only throughout the Country but throughout the world. Yesterday, Pathakji said that earlier India had recognition in every field, including the field of textile. In his deliberation he also referred to 'Malmal' of Dhaka, but now it is only a story. Similarly, the silk of Bhagalpur has become a story. It seems, the Government is not concerned about it, rather it is indifferent. I would give an example to support it. A few days back I had gone to Khadi Bhandar. When I asked about the discount on the cloth, I was said that the discount period was over by the order of the Government. I was informed that crores of rupees in discount given by the Khadi Bhandars throughout the country was pending with different State Governments. The country where the name of Gandhiji is pronounced everyday and which is celebrating its 50th anniversary has neglected Khadi industry, Small and medium industries. This is surprising. These are the industries through which we can ensure the progress of the country and can provide employment to the people. Now it has been accepted worldwide that larger employment opportunities can be created by small investment in small industries. But it seems that our Government is not ready to accept it.

Sir, through you I would like to request the Government that it should make a national policy in which such industries should not be neglected. And through that policy, some action plan should be developed so that the crisis before the workers, and the people working in textile industry may be dispelled.

Sir, through you I would like to make a submission

in the end. The hon. Minister is not persent, but I would request the Person who is taking notes on his behalf that he must convey my contention to the hon. Minister. The hon. Minister is not at all concerned about the problem of Bihar. He thinks that Bihar is not the part of this country ...*(Interruptions)*

VAIDYA DAU DAYAL JOSHI: He is not taking notes. he is talking.

SHRI RAM BAHADUR SINGH: Sir, I would like to make a passing reference about the attitude prevailing in the Textile Ministry.

There are some sugar mills which are run by the textile Ministry. Incidentally, there is one Madhora Sugar Mill which fall under my district Saran. There no information was given to farmers that the said mill would be closed. Sugar cane worth crores of rupees of farmers are still standing in fields. Management of the mill has said that the Mill would be closed unless 50 to 60 crore rupees is provided to the Mill. The local M.P. Shri Rajiv Pratap Rudy and myself requested the Agriculture Minister in this regard. We also requested the textile Minister (Shri Jalappa) who said that he is also a son of the farmer and that he also wants to serve the interest of the farmers, but there is no money, so he was unable to provide financial help. I said that it would not be in the interest of farmers. Lakhs of farmers are engaged in the farming of sugar cane. They will be pushed in a pathetic situation. They, however, did not heed to our request, I would give thanks to the then Prime Minister Deve Gowda Ji whose intervention in the matter helped the management to get money and subsequently the Mill was started. I have referred to it only to show the attitude towards Bihar owing to which the State may have to suffer a lot. Please change this attitude. Bihar does also figure in the map of India. I want to say that efforts should be made to promote the textile-industry.

SHRI JAGAT VIR SINGH DRONA: Mr. Chairman, Sir, we all are obliged to the hon. Speaker who has enabled to have a discussion on textile industry under rule 193. Sanat Mehta Ji has initiated the discussion which is a matter of happiness but there is also an element of suspicion. The Government has taken this matter very seriously. The hon. Minister of Textile, Finance and Agriculture are participating in discussion on matters relating to the department of Heavy Engineering, and issues related to heavy industry, Patroleum, Petroleum and chemicals. The textile Minister has just a desire and nothing else to do anything. Whenever the matter relating to the wages of the workers of the N.T.C. Mill is raised, he expresses his helplessness. He says that the Finance Minister has withheld money. Anything can be done only after money is released from there. If you contact any official of the Textile Ministry or the Finance Ministry, you get a similar reply that the budget allocation is over and that money can be released only after the matter is taken up with the cabinet. Last time, there was no payment of salary for three months, and even now payment of salary is not being made.

[*Shri Jagat Vir Singh Drona*]

It would not be an exaggeration to say that about one percent of the total population of the country is directly or indirectly related to the textile industry. Out of total 1457 textile Mills, 188 mills are in the Government sector, 145 in the Co-operative sector and 1142 in the private sector. There are 120 Mills under N.T.C. wherein '1 lakh 10 thousand workers are engaged. If you take an average of five persons in a family, their number comes to five and a half lakh. 10 lakh 43 thousand employees and workers are connected with the textile industry. In this way their estimated number is 52 lakh. There are several ancillary units to cater the needs of these mills. Workers are also engaged in those units.

Moreover, the cotton growers are also effected. Even after the poor financial condition of the textile industry, it has ensured 1/3 or 33 percent export of total exports and has enabled the country to earn foreign exchange. It contributes 20 percent share of the gross domestic product. The contribution of the affected persons in the economic growth of the nation is not less. Their neglect for so many years is a matter of concern. Even to day the Government is not taking due and serious steps. Everytime it is said that there is a paucity of resources. Mr. Chairman, Sir, in the present session the Textile Minister gave a very clear reply that there was a modernisation plan of rupees 2005.72 Crore. As per the scheme the additional land and building had to be sold and the money earned through that had to be utilised for revitalisation and modernisation of units. Jalappa Ji had very clearly replied that the said scheme was not going to be implemented. The former Textile Minister Venkatswami Ji had brought about this scheme. He was aware of the problems of workers. He had worked among them. He knew the crisis being faced by the workers.

I represent Kanpur. There are five N.T.C. Mills in Kanpur. 'Kanpur Textile and Elgin' comes under B.I.C. All these Mills are sick. Both Elgin and Kanpur Textile Mills of B.I.C. are under the consideration of A.A.I.F.R. A total of 15 textile Mills of Uttar Pradesh have been referred to B.I.F.R. 278 Mills of the country are presently under the consideration of B.I.F.R. I had pointed it even earlier. This issue has been raised several times. 92 thousand persons are getting employment in Kanpur in those units. Kanpur was known as the Manchester of Northern India. The chimnies of the Mills kept on emitting smoke, which the people of Kanpur were accustomed. Today, no Mill is emitting smoke. People weep. Workers are not provided with raw material and the management work has been given to the inefficient, inexperienced persons and to the persons lacking foresight all due to the paucity of working capital. This pitiable condition of the people can be attributed to political reasons. Workers are not at all responsible for this the Government should provide raw material and working capital to the workers. They will run the mills and contribute in production. These are the workers who earlier enjoyed good health. It was a pleasure to see them. Their faces were beaming. Their health is

deteriorating now since they have to work in adverse condition and with unmodernised machines. Even they have gave their contribution in running the Mills. They are even now interested in it.

Even after being on the ruling side we are not able to provide resources, we are not able to provide working capital. We are not able to purchase raw-material to them. We are paying them salaries though with a delay of three-four months, without taking any work. But whether it is in our national interest? Whether it is in the interest of workers? Workers will develop a habit of taking salary without doing any work. It is the point where Government should awake and should worry about it. This is my request because I am putting constructive suggestions. There are many worker's organisation there. So far as Government is fully responsible for the situation, workers organisations should also bring changes in their approach. We should not mix contemplation with party politics and politics for vote.

In an industry, whether it is Government or cooperative or private, if production is stopped no industry can run and with the help of Government it can not be...(*Interruptions*) Our country needs a comprehensive textile policy but it is difficult too. As I had expressed my dissent, Textile Minister and Finance Minister were not present here, Finance Ministry, Textile Ministry, Agriculture Ministry, Department of Petroleum and Chemicals. Department of Heavy industries, all these are concerned with this issue somehow or the other. But for this we will have to come with a comprehensive Textile policy before the country. But so far as your management is concerned, it will not yield any result. I know that the present Textile Minister has no special rights and resources, but inspite of that it is his responsibility and for this he is responsible to the nation. I would like to give an example regarding the functioning of management. Head-quarter of British India council is situated at Kanpur but it has no C.M.D. There is only one director (Finance) there. A lady joint secretary of Textile Ministry has taken the additional charge of C.M.D. She has her limitations. Government is not making any substantial efforts for the revival of these mills. Why these mills are sick? They did not become sick overnight. These mills required modernisation which was not done. Old machines are not able to meet the requirement of the present competitive era. Secondly, powerloom has developed in our country. Powerloom is cost effective and it has posed a stiff competition. Government had given working capital, and offer nationalisation it was its duty but it failed to deliver the goods on account of insufficient quantity and delayed schedule of work. It failed to make raw material available. Any Technocrat should be appointed for administration. By appointing politicians, they allowed ruination of mills and damaged future prospects of workers.

Mr. Chairman Sir, I am very much pained to see the plight of labourers who were retrenched. You are paying salary to the workers of N.T.C. mills but there are such private mills, one of them is J.K. Cotton Mill, whose workers are forced to send their children to prostitution in order

to make both ends meet. Workers who are supposed to work for the development of industries in the country, but they are compelled to send their children to prostitution. It is a matter of great shame which makes eyes well up. You will have to consider to remove the defects in controlling such a pathetic situation.

Mr. Chairman Sir, B.I.F.R. has been constituted. How to close mills for a political reasons is decided by B.I.F.R. on the pretext of ruling party. Not a single mill has been revived. Even their viable plans will make no difference, you have launched a Textile Worker's rehabilitation funds scheme. You pay during three years; 75 percent in the first year, 50 percent in the second year and 25 percent in the third year as salary under this scheme but what will be its solution? It only provides temporary help and it will not make good for their future. You have paid them money. Under V.R.S. you gave them money and sent them back their homes. V.R.S. is conditional. Will you lift terms and conditions imposed on V.R.S. Government has made no creative efforts so that one may establish his own enterprise by taking training and investing money in it. It is correct that 40 thousand people took away their money under the scheme but they are facing hardships. As shrimati Sumitra Mahajan stated earlier that they spent their whole money in daughters marriage and have become penniless. There are some faults on the part of workers also. They drink and indulge in gambling. What is happening today? A worker plays playing cards because he does not have any work inside the mill premises. And when he does not play cards simply he puts his salary on stake in playing cards. Gross injustice is being done towards our country. The working culture of our country is being destroyed by way of gambling. It is required to put a check on it.

[English]

MR. CHAIRMAN: Please conclude now.

SHRI JAGAT VIR SINGH DRONA: I am just concluding. There is ample time.

[Translation]

Mr. Chairman: Sir, you was also a member of 10th Lok Sabha and the then Textile Minister Shri G. Venkateswamy had arranged Rs. 2005.72 crores under Turn Around policy. 2349 crore rupees can be recovered from our mills at Mumbai only. But no one can give you guaranty there. As honourable Sarpotdar Ji had stated as to why Maharashtra Government is not allowing it. Central Government should assure Maharashtra Government very clearly that the money being provided by you will meant for safeguarding worker's interest. Their salary will be paid on time. Mills will be run continuously. Arrangements will be made for working capital, to run the mills, for purchasing raw-materials, and modernisation. He will bear me out. Only seven or eight days ago you told that you are not going to implement this scheme, you cannot implement this scheme. There are many big mills at Kanpur. If you take it at local level, if you take to State Governments,

municipalities, and assure them that the money will be utilised in national interest, it will not be wasted, then certainly they will cooperate with you. There is no need of a bungalow with a five acre campus for an ordinary officer. In Kanpur, situation is very peculiar. A officer is residing in five acre campus bungalow there, these bungalows were built in the British period whereas in Mumbai an engineer-in-chief of Western Railway may live in a small flat of a multistoreyed building.

SHRI RAM NAIK: Sir, I use to live in a two room flat.

SHRI JAGAT VIR SINGH DRONA: You live in a one and half room flat, don't say it two room flat. I have visited your flat. My request is that you should consider it seriously and use the land, in which bungalows are built presently, for construction of multistoreyed buildings and thus solve the problem. The case of Kanpur is more serious, Government has occupied your land and bungalows. I.G., D.I.G., S.S.P., S.P. and many administrative officers of Kanpur have occupied your bungalows, and are using it as their office and residence. All these things are going out of your control and are also not being maintained properly.

At last I would like to say in short that in present circumstances, one percent of population of workers and their families is related with this section. These mills contribute about 33 percent to the nation's export. Their contribution to our G.D.P. is 20 percent and most important thing is that these workers are contributing in nation building, they spent their whole life to increase production of the nation while working in these mills, their interests should be protected and Government should put forward such proposals so that these mills can be run continuously without paucity of funds after modernisation. With these words I conclude.

[English]

MR. CHAIRMAN: Mr. Minister, please reply.

SHRI SURESH PRABHU (RAJAPUR): Sir, I have given my name. I am waiting to speak. My name is there.

MR. CHAIRMAN: Now, the hon. Minister has to reply.

SHRI R.L. JALAPPA: Sir, I am really gratified and I am grateful to you and to the hon. Members for having expressed their concern about the textile industry in general and about the workmen in particular. While speaking, Shri Sanat Mehta was mentioning about the Modernisation Fund. I would like to say that in the Seventh Plan, Rs. 750 crore was set apart for modernisation.

16.29 hrs

SHRI SURESH PRABHU: May I point out, Sir, that there is no quorum in the House?

SHRI R.L. JALAPPA: He is creating mischief.

SHRI SURESH PRABHU: I have made a request for making a speech. I cannot speak whereas many other Members could speak. If I cannot speak, let us have the rules. Give a ruling, please.



SHRI R.L. JALAPPA: I request you to allow me to speak.

MR. CHAIRMAN: The bell is being rung. Now, there is a quorum. The hon. Minister Shri R.L. Jalappa may continue.

SHRI R.L. JALAPPA: Mr. Chairman, Sir, I, am really gratified and I am thankful to the hon. Members for their concern about the textile industry, in general and their concern about the employees, in particular.

A reference was made by Shri Sanat Mehta about the Modernisation Fund. In the Seventh Plan, a fund of Rs. 750 crore was created and I am given to understand that about Rs. 1,200 crore was spent in the Seventh Plan on Modernisation. But in the Eighth Plan, this Fund was not provided.

I went around some of the important States where these textile industries are situated. When I interacted with the management and the labourers there, I came to know that in order to compete in the global competition after three or four years—probably that competition starts from this year—we should equip ourselves with the latest technology. So, I requested the Planning Commission to provide this Technology Modernization Fund and I should be thankful to the hon. Finance Minister for having accepted my suggestion. During the Budget Speech, the hon. Finance Minister also mentioned that a Technology Modernisation Fund was going to be created.

AN HON. MEMBER: And, he did not provide that Fund.

SHRI R.L. JALAPPA: Now, as you have all approved the Budget, he will provide this Fund.

Sir, I know the problems that are going to be faced by these employees whenever a mill becomes sick. This sickness is due to so many reasons. I need not dwell upon the reasons of the sickness. But 301 units stand referred to the BIFR before 31.03.1997. The number of closed mills is 207 out of which 38 mills are closed under liquidation.

The other mills are temporarily closed on account of financial difficulties or lack of trade and other things. The main reason for sickness in the textile mills could be attributed to structural transformation as a result of which composite units in the organised sectors are losing ground to powerloom.

The hon. Member was mentioning about Manchester—that Ahmedabad was the Manchester of India. Even now it is the Manchester of India because there is no textiles industry in Manchester! I am sorry, it is only in a lighter vein that I have said it. This sickness has not developed during these ten months or one year. This is hereditary. I have inherited this legacy. I am not responsible for the sickness. The Government is also trying to see that by providing technology fund for modernisation those mills at least which are limping now could be revived and employment provided to the people. The Government is not referring them to BIFR. Whenever a company loses beyond

its Share capital, automatically it is referred to the BIFR. So, we have nothing to do with the BIFR. We are not referring them to the BIFR. As far as NTC mills are concerned, yes, we have referred them to the BIFR. But as far as private mills are concerned, we are not referring them to the BIFR. The BIFR is taking its own decision and we cannot influence those decisions also.

About TWRF, that is, Textile Workers' Rehabilitation Fund, a total of Rs. 84.61 crore has been paid to 42461 workers from 28 mills during the last year. This year we have provided Rs. 10.21 crore in the Budget for paying to the Textile Workers' Rehabilitation Fund. The fact that around three hundred textile units are before the BIFR is no doubt a matter of concern for us. We are alive to this fact. We are also taking measures to strengthen the textiles industry. However, I would like to urge upon the hon. Members not to lose sight of the textiles sector in its entire perspective.

To describe the entire textiles industry as sick is not correct. The spinning sector in particular has shown vibrancy and growth over the years. It is not a sunset industry as was mentioned by hon. Member Shri Sanat Mehta.

The annual investment in textiles machinery increased from Rs. 2100 crore in 1993-94 to Rs. 3400 crore in 1995-96. To illustrate it, in 1980 there were 400 spinning mills and 291 composite mills. In 1990 there were 770 spinning mills and 281 composite mills. In 1996 there are 1310 spinning mills and 275 composite mills. I do agree that the number of composite mills is coming down gradually.

Why is it so? It is because we have got about 1.7 million powerlooms in the unorganised sector which are competing with the organised sector. They have got some facilities. Their investment is less. Sometimes, they do not pay taxes and they have a different system of billing for electricity. They pay labour charges at a rate lesser than that of the organised sector. So, these mills in the organised sector are not in a position to withstand the competition from powerlooms.

The hon. Member was mentioning about yarn. I am really happy to bring to the notice of this hon. House that the production of yarn during 1991-92 which was 18.06 lakh tonnes increased to 23.79 lakh tonnes in 1995-96. I would like to mention here that for the last two years we have been exporting our yarn to Japan. Japan is one of the very good markets for us now. During the last year 80 million kg. were allowed to be exported. When they came to me for enhancing the quota, I thought that it was fit to enhance the quota because instead of exporting cotton, we could export the yarn so that value added material could be exported and we can earn more foreign exchange. I enhanced it by another 30 million kg. last year. This year, I have given them 120 million kg. In addition to that, when they came to me saying that they do require some more quota for six months, I have given them 20 million kg. more. Our performance in this sector is that we have exported 58 per cent more than what we exported



during the last year, 1994-95. This is an achievement and we should thank the millers for having achieved such a spectacular progress.

The total production of cloth has shown an increase from 22,588 million sq. metres in 1991-92 to 28,631 million sq. metres in 1995-96. Of course, for the reasons I mentioned earlier, the production in the mills in the organised sector has come down. In 1991-92, the mill sector produced 11 per cent of the cloth produced in the country. Today, it amounts to six per cent. It has come down.

Shri Sanat Mehta was mentioning that the industry was neither better nor has gone bad. I would say, 'No'. The industry is thriving well. I have already informed the House about the investment made during the last two years. In the last five years, 600 mills have been established. Our production is twenty per cent. We have maintained that twenty percent. The export of textiles has gone up to Rs. 35,000 crore. We are not lagging behind.

Of course, I have already explained myself to you about the competition that is being faced by this organised sector. Textile industry means not only these mills, but it also means handlooms, powerlooms, even *khadi* weaving which includes all these things. If we take the overall performance, I am glad to say that we are not lagging behind in spite of 301 mills being sick.

I would like to touch upon the proposal for area regeneration of closed textile mills of Ahmedabad about which a mention was made by Shri Sanat Mehta and Shri Harin Pathak. That is dealt with by the Industries Department. When it came to us, our Ministry has recommended that this should be considered. NRF amount is not meant for private mills or cooperative mills or State mills. It is only for the NTC mills. i.e., Central PSUS.

A point was raised about the wages also—that wages are not being paid. It is true that there was some problem in the months of November-December last year. When this was brought to the notice of the hon. Finance Minister, he immediately considered and released wages for two months. Of course, wages for January were also paid. The wages for February are also being released, which is Rs. 27 crore. We are going to pay them the rest of the money within a month or two.

SHRI NIRMAL KANTI CHATTERJEE (DUMDUM): There will be backlog of two months then.

SHRI R.L. JALAPPA: No. We are paying them that also. How can you pay wages for the next month, without clearing the previous months' wages? We will first clear the previous months' wages. It may take some time; it may not be possible to give them on time. It may take one or two months. I request the employees to cooperate with me.

SHRI NIRMAL KANTI CHATTERJEE: The problem is that if you pay a particular month's wages after two months, by that time, another two months' wages would become

due. So, every month, you have to pay at least the wages for more than one month so that the backlog is cleared. That has to be done.

SHRI R.L. JALAPPA: We are trying our best.

SHRI NIRMAL KANTI CHATTERJEE: You seek the cooperation of the person whom you thanked !

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Both of them are right and I am only wrong !

SHRI R.L. JALAPPA: Shri Thorat was expressing concern about the high price of cotton which is varying year to year. This depends on demand and supply. When the supply is more and the demand is less, the price would come down. Nobody wants to purchase and stock it because the interest charges are more. One has to pay interest at the rate of 18 per cent. There would be another two per cent by way of other charges. So, it would become 20 per cent. So, nobody wants to hoard it for months together.

I caught hold of mill owners and asked them: I have given you so much of yarn to be exported, what is the matter? Why are you not purchasing? They told me that they have to pay 18 per cent interest and that they would purchase as and when they want. Now, the prices have firmed up and it is a few rupees more than what it was existing during the corresponding period of last year.

He had spoken about the hank-yarn also. A survey has been conducted about the handloom availability in the country; we have received the survey reports of all but two or three States. We will find out as to how many of them are silk woven and how many of them are using cotton. We will assess the requirement; and if necessary, we may try to change this hank-yarn obligation or reservation. Here, I want to bring to your notice that the quality of cotton that is being produced in our country is going down day by day. The production also is going down day by day. The quality is not good and the production per hectare is also going down.

When we compare our figures with those of the advanced countries, approximately, we find that one-third is our production. So, I discussed with my officers and I went to the hon. Vice-Chairman of the Planning Commission. I requested him to permit us to have Cotton Technology Mission on the lines of the Oil Technology Mission. I should be grateful to him that he has conceded and the Ministry of Agriculture is at it. I hope it will come up within a month or two. I have taken these decisions *suo motu*. I went to the Deputy-Chairman of the Planning Commission, Prof. Madhu Dandavate and brought to his notice about the necessity of the Technology Modernisation Fund and Cotton Technology Mission. I have also requested him for these to which he has conceded.

Shri Narayana Swamy, in my absence, had spoken about silk. We are now importing some quantity of silk through advanced licensing system so that they could

[Shri R.L. Jalappa]

export the manufactured goods. But as far as our indigenous silk is concerned, it is not being exported in a big quantity because it suffers from some deficiencies. For internal purposes, it is very good silk. That lustre is not there in any other silk. It is not there in imported silk. But imported silk is very easy for weaving. They use warp and weft and the breakages will be more here. So, when I went to the laboratories and other places, I thought that we could improve the reeling system. I went with a proposal to the Planning Commission. They have agreed to give us the weaving machines, subsidising to the extent of 30 per cent—15 per cent from the Government of India and 15 per cent from the State Governments—and the remaining money has to be repaid in ten instalments without any interest. I hope, necessary orders will be issued within a short time. This is going to improve our silk production. We also want to see that quality silk is also produced. I have spoken about this to the officials of the Central Silk Board and I am inviting the research workers in the field.

In addition to that, we are getting very good profits from the CCI. I thought I could plough back something to the growers who are responsible for this profit. So, I have already given instructions to them that in all the APMCs, wherever we are getting huge quantity of silk, large sheds must be provided to them for the convenience of the farmers so that this contamination can be prevented to a larger extent. I have also given instructions that the Universities of Agricultural Science shall be provided with more money for research and development work. I am going to invite the Vice-Chancellors and technicians of Universities of Agricultural Science. I will have a discussion and provide as much money as they want. In addition to about 38 villages taken for adoption under the CCI, I have instructed them to adopt 100 villages. This is what we are doing to develop good variety of cotton and to see that their productivity goes up.

17.00 hrs.

In order to see that the farmers get better prices for their cotton we did allow the export of 10 lakh bales before December. Previously only two lakh bales were allowed to be exported. I thought that the benefit should go to the farmers. Whenever cotton is available with the farmer, he would be benefited if its export is allowed. So, I allowed 10 lakh bales of cotton to be exported before December. I am sorry to say that much of the cotton could not be exported because of non-remunerative prices in the international market. In 1994-95 it was one dollar per pound of cotton. In 1995-96, it was 86-88 cents and now it is 72-74 cents. That is why the exports have not gone as per our expectations.

I can assure the House that the Ministry will not lag behind in protecting the industry.

SHRI RAM NAIK: Have you done anything for the State of Maharashtra?

SHRI R.L. JALAPPA: I have also allowed them to

export one lakh bales. In addition to this, you should be thankful to me on behalf of your Government, I have allowed all the backlog of last year to be exported this year till February.

SHRI RAM NAIK: That is why I am reminding you.

SHRI R.L. JALAPPA: I have done it. Shri Sarpotdar mentioned a number of things. He is not present in the House.

SHRI P.CHIDAMBARAM: What is the performance of the State of Maharashtra?

SHRI R.L. JALAPPA: Last year they could not export the full quota but this year they have shown some good performance. Now, even without exporting they are getting plenty of money because there is no cotton available in the market. Everybody is going to Mumbai for its purchase.

The per capita availability of cloth has increased from 21 sq.m. to 27 sq.m. He was asking as to why these mills have become sick. This is an elementary question which should be put to those people. He was also mentioning about taking juice out of sugarcane and throwing it away. Juice was taken away by those people who were running these mills previously. I am now putting the remaining sugarcane under the shade and sprinkling water so that it does not get dry. To that extent I am protecting the interest of the labourers.

We know the problems of workers. The strength of the workers has not come down. If a person does not get a job here, he may get it in other industries. In our own textile industry since 1980 the number of powerlooms has doubled. Previously, there used to be 8.6 Lakh powerlooms in the country which have now risen to 17 lakhs and about 68 lakh workers are employed in these powerlooms. So, if an overall perception is taken, people are getting jobs—urban people might not have got jobs but villagers are getting jobs out of these powerlooms.

As far as NTC is concerned, it is suffering from cancer—cancer not of first stage but of third stage. It needs to be operated upon. When operating, the patient may also die. There is no other way. Let me be plain.

A turn-around plan was formulated in 1992 which could not take off because of want of money. No bank came forward to give money trusting the NTC. In 1994, a tripartite agreement was entered into after a lot of deliberations by that Committee for entering into an agreement. According to that agreement, there has to be no closure and no termination. The cost of this modernisation is Rs. 2005 crore and that has to be got only by selling the properties, the excess land of these mills. You will be surprised to note that out of these Rs. 2005 crore, Rs. 1946 crore is to come from Maharashtra, specially from Mumbai. We have tried our best in this. That Government may be having some problems also. Again we are going to meet them. Today the hon. Speaker has constituted a Committee of five people so that they could go and discuss with the Chief Minister. Shri Ram Naik and his friends have assured me

that they will give me their fullest cooperation.

There are two ingredients in that turn-around scheme. One is, getting money from the sale of land, which was not forthcoming. The other is, getting the approval of the BIFR. In the case of four subsidiaries, BIFR has issued Show Cause Notices for winding up.

[Translation]

SHRI RAMENDRA KUMAR (BEGUSARAI): The issue was regarding writing off loan and interest.

SHRI R.L. JALAPPA: The issue was regarding writing of interest and we have also taken steps in this regard.

[English]

In spite of that, because they do not acquire positive net worth even after eight or ten years of revival, they have taken a decision that they are not viable for modernising.

I have a small question to be posed before you in this august House. My predecessor was there for nearly three years in the office. The turn-around policy was approved by the Committee on 9.4.94 and it had taken one year for him to get it approved by the Cabinet. That was approved on 9.5.95. Even after that, my distinguished predecessor was in the office, except for a brief period, for the rest of his term. I do not know why he could not do it ! I can understand his problems. Because he could not get the money he could not do it. The Show Cause Notices were issued during his time, not during my time. I am not at all answerable for it. I am answering you for somebody's acts, I cannot say faults.

Hon. Member Shri Sanat Mehta was saying that this is a calamity. Yes, it is a calamity. I agree with him. But it is not of my time. This is a calamity that I have inherited. Unfortunately I have inherited this calamity. After the agreement was approved by the Committee on 9.4.94 my predecessor had taken about one year and one month to get it approved. I think on 20.4.94 the Note came to the Cabinet and it was approved on 9.5.95. Even after that, that Minister was there for one year. They could not do anything. Now I do not think there is any reason or rhyme in blaming me as if I am responsible for all this muddle.

[Translation]

SHRI RAMENDRA KUMAR: Whether this Government would also not do it because it was not done by the previous Government.

[English]

SHRI R.L. JALAPPA: I am doing it. I am sincere. I am honest. I have also told in the meeting that if nothing is going to be done within two months, I will put in my papers. I will get out. It is very difficult for me. Why should I undergo this torture? I cannot understand. I have to go away as if I am thief. I do not want to face now ... (Interruptions)

SHRI SONTOSH MOHAN DEV: This is not proper. ... (Interruptions)

SHRI R.L. JALAPPA: No, Sir.

There are only two issues that are going to be discussed here. One is Bihar and the other is NTC.

SHRI P. CHIDAMBARAM: A Committee is going into it now.

SHRI R.L. JALAPPA: Yes.

Regarding other things like Elgin mills and the Kanpur mills which my friends was mentioning, the BIFR has already given winding up orders. The Cabinet has agreed to wind up.

We must be thankful to our present Prime Minister and also to the Minister of Finance that they have agreed to—though it is closed—give VRS to all the people, including *badlis*.

Regarding Ajudhia mills, with the orders of the Supreme Court, we had to close down. We have agreed to pay them six years' salary. For those 100 people, though they are going to retire within six years, we are paying six years salary. This is the magnanimous decision the hon. Prime Minister has taken.

In the National Jute Mills Corporation, we have six mills. You know the strength of the mills—permanent *badli* and *asli badli*. I do not know. I cannot understand what is and *asli badli* and *naqli badli*. They are 36,000. They are taking 90 man days for producing one tonne of jute, whereas in other mills, they are taking 35 to 40 man days to produce one tonne of jute. This is also the legacy I have inherited from the previous regime. They could also not do anything. Now, a turnaround plan has been prepared. If we apply strictly whatever applies to these textile mills, all of them are not viable. But we are taking a considered opinion to see that some of the jute mills should be survived so that farmers will get some better remuneration.

In addition to that, to give a boost to this industry, our hon. Prime Minister has waived the excise duty on jute. We are also giving them some encouragement by way of EMA for those diversified articles to be exported. We want to retrench some of the labourers and run some of these mills.

You will be surprised to know that the total strength of the Jute Corporation of India is 2,456. They are doing nothing for the last four years because prices have not come down below MSP. They are being paid regularly Rs. 18 crore every year. I want them to go but they are not going. I do not know what to do. I want to close it. I do not know how to close it. We are just considering it.

17.15 hours

(SHRI BASU DEB ACHARIA in the Chair)

[Shri R.L. Jalappa]

The Cotton Corporation of India, whose turnover is nearly Rs. 1000 crore, is getting a net profit of Rs. 35 to Rs. 40 crore every year.

Their strength is 1250 or 1400. It is within 1400. Whereas, the JCI without doing anything have 2450 workers. This is the problem wrought with the JCI. We are at it. We are trying to solve this problem. I would only request you to kindly cooperate with us. I can understand that there are different ideologies. Some people do not want the people to be retrenched. When we are speaking of liberalisation and privatisation, we understand the pressure for revival of the mills. We are, now, selling away some of our shares so that they become viable and the headache of the Government is also reduced day by day. In this context whatever action we take, that will be in the interests of the labourers. We will never forget the labourers. This is my assurance. Even if the VRS is to be given, we will give a sumptuous VRS. We will request them to find out some other avocation. Or else if you insist on the previous scheme to be formulated, then that is a separate matter. I do not know how far my friend will allow us to stay here. We can also spend our time telling cock and bull stories, and go away.

SHRI SONTOSH MOHAN DEV: If you keep Shri Chidambaram happy, we are happy.

SHRI R.L. JALAPPA: So, with these few words, I am once again grateful to all the hon. Members.

SHRI RAM NAIK: You said that you are expecting about Rs. 2500 crore from Mumbai out of that sale.

SHRI R.L. JALAPPA: No, it is Rs. 1946 crore.

SHRI RAM NAIK: Are you not thinking of selling the lands of textile mills of cities other than Mumbai?

SHRI R.L. JALAPPA: Definitely. We are selling other lands also. On a trial basis we had called tenders for two subsidiaries. One is TNP, Tamil Nadu and there is another company APKKM. Though tenders came, but we were not in a position to approve them because they were invited on a trial basis to find out how much we will be able to get. That is why we had called for tenders. Now, we are going in for a global tender. For your information all the subsidiaries went to the court and obtained stay orders. The Revenue Minister of Kerala in a Press statement had said that he had withdrawn the powers of selling the land. He is on record. Then, I wrote to him that he cannot do it. This is the position.

17.24 hrs.

EXPORT-IMPORT BANK OF INDIA (AMENDMENT) BILL\*

THE MINISTER OF FINANCE (SHRI P CHIDAMBARAM): I beg to move:\*\*

\*Published in the Gazette of India, Extra ordinary, Part II, Section 2, dated 15-5-97

\*\*Moved with the recommendations of the President.

"That the Bill further to amend the Export-Import Bank of India Act, 1981 be taken into consideration."

The Export-Import Bank of India (EXIM Bank), as hon. Members are aware, is a specialised financial institution constituted under the Export-Import Bank of India Act, 1981. It is wholly owned by the Government of India. The charter of the Exim Bank stipulates that it shall provide financial assistance to exporters and importers, and function as the principal financial institution for coordinating the working of institutions engaged in financing export and import of goods and services with a view to promoting the country's international trade and for matters connected therewith or incidental thereto.

The Exim Bank has been assigned a special role in:

firstly, providing medium and long-term export credit to exporters, that is, project exporters as well as exporters of capital goods and other manufactured goods on deferred payment terms;

secondly, providing lines of credit to banks and foreign Government agencies to finance imports of eligible goods and services from the country;

thirdly, providing term loans to export oriented units in the country and equity finance to Indian companies setting up joint ventures of wholly owned subsidiaries abroad; and

fourthly, providing information and advisory services to Indian exporters.

Exim Bank's performance over the last ten years has been very satisfactory. During this period, its loan assets have grown at an annual average of 19 per cent with cumulative sanctions at Rs. 13,743 crore. In 1996-97, the sanctions amounted to Rs. 1242 crore and the disbursements amounted to Rs. 1257 crore. The Bank's operations have been profitable since the first year of its establishment and it has also been paying dividend to the Government every year.

The authorised capital of the Exim Bank, when the Act as it stands today is only Rs. 500 crore. The paid up capital of the Exim Bank was augmented every year out of the budgetary allocation. In the year 1995-96, an amount of Rs. 59.66 crore was released to Exim Bank increasing the paid up capital to Rs. 500 crore, which is equivalent to the authorised capital.

In order to provide Bank an adequate capital base to support its future business growth, to maintain its credit worthiness with international lenders, to enable it to raise external commercial borrowings at competitive rates and to retain adequate resource flows to enable Exim Bank to maintain its flexibility, its authorised capital is proposed to be raised from Rs. 500 crore to Rs. 1000 crore and powers are sought to be given to the Central Government to notify a further increase of capital to raise Rs. 2,000 crore. So, what is being proposed is to raise the authorised capital of Exim Bank from Rs. 500 crore to Rs. 1000 crore and

to enable the Government to increase it by notification, if necessary, to Rs. 2000 crore.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Export-Import Bank of India Act, 1981, be taken into consideration."

[Translation]

SHRI GIRDHARI LAL BHARGAVA (JAIPUR): Hon'ble Chairman, Sir, the Export Import Bank of India was set up in the year 1982. This bank was set up for financing, providing facilities and for promoting Indian foreign trade. My request is this the hon'ble Minister of finance want that the amount of this bill could be upto Rs. five thousand millions. Through such a notification, the Union Government would be able to increase this capital upto Rs. five thousand millions. Now he has brought the proposal for increasing this amount from Rs. five thousand millions to Rs. twenty thousand millions. He wants to make that provision in it. I want to say that it is a different thing that he intends to increase the amount. But what is the condition of all these banks, how the Export-Import Bank is functioning whether or not there is any role of the Reserve Bank in this regard? Hon'ble Minister should think over it. The total resources in the bank were 36.07 million Rupees as on March 31, 1995. There is 4.40 Million rupees as paid up capital of the Government of India and the reserved fund of Rs. 3.12 million accumulated during the 13 years. These banks are working industry-wise and regionwise. They are giving assistance for setting up E.O.U.'s and providing assistance, industry-wise. Alongwith if they are also providing assistance, State-wise. I would like to put before you the figures regarding the assistance provided by this bank to various states from time to time.

17.25 hrs.

(SHRI CHITTA BASU *in the Chair*)

This bank has made a funds available to many states including Rajasthan. It provided Rs. 194 crores and Rs. 472 crores to Karnataka during the years 1993-94, and 1995-96 respectively and if we see on Cumulative basis an amount of Rs. 940 crore was given upto March, 1995. Similarly, Maharashtra was provided Rs. 214 crore earlier and Rs. 212 crores during the year 1994-95 and if we see on cummulative basis Rs. 259.5 Crores was provided. Similarly, Rajasthan was provided Rs. 31.5 crores rupees and Cumulative amount was Rs. 32.7 Crores. Similarly, Tamilnadu was provided 40 crore rupees earlier and 86.9 crores rupees in the year 1984-85 and 260.2 crore rupees on cummulative basis. Uttar Pradesh was provided 19.1 crores rupees and Rs. 38.1 crores on cummulative basis.

In this way our banks have provided funds to various States, but during the process their short comings have come to surface which have done a considerable damage to the country. It has been proved that Reserve Bank of India has no control on these banks due to which the condition of the country has been worsening. Due to lack of control of the Reserve Bank over these banks, many

scams have occurred. It will take a long time if I mention all of them because 20-25 banking scams have come to light. I want that the Minister of Finance should look into the banking system keeping in view these scam.

The policy of the present Government is totally against the indigenous. We want to increase the production of indigenous goods but you want to bring the foreign goods here. When the foreign goods would come in the country, they may be cheaper, but our indigenous goods would not be able to compete with them. Therefore, I have requested the Government to review the policy and change it. The dream of Gandhiji to promote the indigenous things has not been realised. We are going to celebrate the Golden Jubilee of our independence in August this year, but on the other hand the indigenous companies are incurring losses, the condition of many of our Public Undertakings is worse. I would like to request the Minister that whereas earlier they had given 85 percent concession on coal, gradually you have reduced it to 10 per cent but today there is no buyer of coal in India. The condition of coal sector has become worse. Similarly the condition of news-print is also very bad and after the entry of imported news-print its prices have been constantly increasing. In my opinion, the Minister should think over it seriously. Similarly, the condition of iron alongwith many other items is also bad.

Participating in the discussion on sick textile mills, Shrimati Sumitra Mahajan and Shri Jagatveer Singh Drona had mentioned about the condition of textile mills in their respective constituencies. The workers have become unemployed due to the closure of textile mills all over India they may be the textile mills of Indore or Kanpur. The workers have been facing starvation. They are not getting salaries. The Minister may console us here with sweet words but it is a fact that all the workers of these mills have been suffering today. I request the Minister to make provision in this bill keeping the whole of the situation in view. Besides, he should also consider over the plight of the employees of the Export-Import bank of India. He should review the functioning of the Export-Import Bank.

[English]

MR. CHAIRMAN: Shri Girdhari Lai Bhargava, please wait for a minute. At 5.30 p.m. we will have to take up Half-an-Hour discussion. So, you can continue your speech tomorrow.

17.30 hrs.

[English]

#### HALF-AN-HOUR DISCUSSION INTERNATIONAL TOURIST PLACES IN THE COUNTRY

MR. CHAIRMAN: Now we shall take up item no. 19- Shri Bhagwan Shankar Rawat to raise a discussion on points arising out of the answer given by the Minister of Tourism on 6.3.97 to Starred Question No. 181 regarding

[Mr. Chairman]

International Tourist Places in the country.

SHRI RAM NAIK: Mr. Chairman, Sir, I am on a point of order. Who is going to reply to this discussion? ...*(Interruptions)*

MR. CHAIRMAN: Shri Srikanta Jena is sitting there. *(Interruptions)*

SHRI RAM NAIK: I did not see him. ...*(Interruptions)*

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Shri Jena, you please stand up and show your face to him. ...*(Interruptions)*

SHRI JAGAT VIR SINGH DRONA (KAMPUR): Sir, Shri Srikanta Jena should come back to his seat. ...*(Interruptions)*

MR. CHAIRMAN: There is no point of order in that.... *(Interruptions)*

SHRI RAM NAIK (MUMBAI NORTH): Sir, there is a point of order but I am not pressing it too much. At least the Minister of Parliamentary Affairs must know that he should occupy his seat. ...*(Interruptions)*

MR. CHAIRMAN: Shri Bhagwan Shankar Rawat, I think, you know the rules. You will make a short statement to begin with. There are four Members whose names have been balloted. They will ask one question each. Ultimately the hon. Minister will answer. I think, I shall get your cooperation.

SHRI BHAGWAN SHANKAR RAWAT (AGRA): Sir, I am myself not doing well. I will take only five minutes.

MR. CHAIRMAN: Please have some water and then speak.

SHRI RAM NAIK: Sir, I would like to submit that those four Members who have to ask one question each can ask their questions and by that time Shri Bhagwan Shankar Rawat will settle down. ...*(Interruptions)*

MR. CHAIRMAN: The Rule does not permit that. Let us wait for a minute.

*[Translation]*

SHRI BHAGWAN SHANKAR RAWAT: Sir, I am quoting the reply given by the hon. Minister to the supplementary questions asked by Shri Datta Meghe with regard to the development of tourist centres of international level:

*[English]*

"Agra is one of our most important tourist destinations and it is the World Heritage Centre. The number of foreign tourists visiting Agra is the highest in the country as compared to other tourist destinations.

Regarding the Agra-Taj Mahal project, I would like to

say that a project report was submitted a few years back. The State Government and the Central Ministries connected with the Agra Regional Development are doing some work, but it has so far not been to our satisfaction. We can do a lot many things."

*[Translation]*

I would like to submit that after this. I do not feel the need to plead this case that out of the heritages of the world, three are situated in Agra. These are, Taj Mahal, Agra Fort and Fatehpur Sikri. Besides, two others—Sikandra and Itmaludaulla are in pipeline. There are Ellora and Elephanta, also in the world heritage project. I am happy to learn from the hon. Minister that under O.E.C.F., a project for Ajanta-Ellora caves has been conceived at a cost of 83 crore 11 lakh rupees and the work on it has been going on speedily. I would like to congratulate him that if not the Taj Mahal, he is bothered about other heritages ....*(Interruptions)*. Hon. Minister Sir, Drona Ji is rightly saying that you should pay a visit to Agra and see the Taj Mahal. Perhaps, if you see the Taj, Fatehpur Sikri and Agra Fort you may show favour to them also.

I would like to submit that as far as tourism is concerned, there are five sectors of international tourism—commercial tourism, religious tourism, cultural tourism, historical tourism and social tourism. The area of Agra is called a combined circuit of Agra-Mathura which is very important from all the five angles. It has a mixed culture. Besides Taj Mahal, the Agra city which was known as Agarban or Agrohar set up by Maharaja Agarsen has its special cultural identity. The cult of Mahabharata, Krishna, Mughals of ancient period, and that of Radhaswami, Shaiva and Vaishnava in the modern history is very much prevalent there. From the commercial point, view too, leather products are produced in huge quantity there, and products worth Rs. 600 to Rs. 800 crore are exported.

Chidambaram Sahib did not show any favour. Fortunately he was shifted to other Ministry, otherwise in the name of tourism, people would not have got the benefit for the deemed export under which come the peices of art which are being sold there. When the arts of the artisans are sold in the name of deemed export, the people there are not given the benefit of it.

I would conclude after making 3-4 points. I would like to submit that as per the need of tourism, a foreign tourist does not need western food there. He may not need the same food which he eats in his own country and may not adopt the same life-style of which he is habitual in his own country but when he visits another country, he would like to eat the local food, to adopt to the local life style and to see the wild life, birds, crops and the fascinating scenery. We can attract tourists by showing all this and can do more business. There is a need of such types of facilities in Agra and even in the entire country.

A committee was set up under the chairmanship of the Director General. He said that the tourist place should be neat and clean and free from pollution and the trained

and soft spoken staff should be there to help them in viewing and enjoyment. He must feel that the item of art which he has purchased has the same value which he has spent on purchasing it from the concerned shopkeeper or the artisan. The co-operation of the local people is must for it. Everything from master plan to promotion of tourism traffic is required to attract tourists. There is also a need of co-ordination between the Union and the State Governments. I would like to congratulate the hon. Tourism Minister of Uttar Pradesh, Shri Kalraj Mishra also. Once I had mentioned that he is quite alert and he has prepared an ambitious scheme for Agra-Mathura. But there is no co-ordination between the Union and the State Governments. He has created five circuits among which are Bodhi circuit and Agra-Mathura circuit. But the circuits made by the Union Government are Agra, Gwalior, Jhansi, Orchha and Khajuraho, while everyone knows that Agra, Jaipur and Delhi is called the golden triangle. It has been neglected by the Government and the state Government is also doing so because it cannot do encroachment in Jaipur.

The Government have created a National cultural fund.

If I am not wrong, perhaps Bommai Sahib had made an announcement. But there is a need to create a national cultural fund at a large scale, only then the work on it can be undertaken. Rs. 2770 crore were earned by Uttar Pradesh alone from domestic and foreign tourists in 1993, which is expected to touch Rs. 6894 crore by 2000 A.D. About 31,60,000 tourists are expected to visit Uttar Pradesh by the year 2000 A.D. We should include cultural component in tourism also.

Further, I would like to submit that there are some short comings in international tourist places, efforts should be made to remove them. Kovlam beach is a very attractive place but it is a dirty place also. The hon. Minister might be remembering that the surrounding of the Taj Mahal is filthy. He had attended the programme of Yanni and he had to put his handkerchief on his nose. All the eminent personalities had handkerchieves on their noses. I would like to draw your attention as well as that of the Union Government towards the filth around the Taj Mahal, the humidity in the Ellora Caves and the increasing activity of smuggling of narcotics in Pushkar.

The tourist wants that the immigration staff treat him properly. The taxi drivers, behaviour should be good. My submission is that there should be no cheating and misbehaviour during the visit, then only tourism would flourish.

I would like to mention the Uttar Pradesh Government once more. They have formed an Agra Heritage fund and announcement has been made to allocate Rs. 10 crore to it. It is also told that the Uttar Pradesh Government wants to give Rs. 10 crore more which is in the pipe line but giving Rs. 10-10 crore at intervals would not serve the purpose. That I know. It can only reflect their sentiments. Unless the roads are constructed for transporting the tourists there, would not serve any purpose.

I would like to emphasise that Agra is being neglected. The Union Government should ensure uninterrupted power supply though N.T.P.C. Despite the huge power project involving the cost of Rs. 172 crores, adequate power supply is not being made available to Agra causing inconvenience to the tourists. No attention has been paid to the drinking water, communication facilities, roads in Agra. However, I would appreciate the tourism minister of Uttar Pradesh, Shri Kalraj Mishra who has announced the construction of roads in Agra with the cost of Rs. 75 crores. He is also making some earnest efforts in this direction. Despite all these efforts, a lot more needs to be done. On one hand, the smoke emanating from cigarettes blackens the Taj and on the other the autorickshaws also cause inconvenience to the tourists. Therefore, Metro Railway service need to be introduced in Agra.

The Public Accounts Committee, in its earlier report laid stress on this point but the Government is yet to respond to it. The light and sound programme should be held at Agra Fort and Fatehpur Sikri.

There are 44 airports in Nepal for the development and promotion of tourism there. But the Government of India is not able to construct an International Airport in Agra which is in international tourism centre. The Civil domestic airport of Agra does not have adequate facilities. We have requested Shri Mulayam Singh Yadav ji to direct the army soldiers deployed there to behave properly and not to harass the tourists coming in or going out from there. But nothing has happened in this regard. After the air journey, one has to undergo the humiliation because the Kheria airport is situated in military area. The stoppage of all the major trains should be given at Agra because the tourists have to come to Delhi first and then go back to Agra. All Delhi bound trains coming from eastern India should be stopped at Tundla.

I also earnestly request you to provide all the metro facilities to Agra from the tourism angle along with four Metrocities Delhi, Mumbai, Calcutta and Chennai. New trains should be introduced and buses should also be available for Agra. New shatabdi train should be introduced from Agra to Gorakhpur, Lucknow and Jaipur. A Golden Triangle Express should also be introduced. Shri Ashok Pahwa the Director General of Tourism department had recommended and constituted a committee under the Chairmanship of the divisional commissioner, to open the Tajmahal two days before and after the full moon day (Poornima) under strict police arrangements. The people of tourism department told that seeing the Taj on the full moon day has been discontinued which has resulted in the steep decrease in the occupancy in hotel from 75 percent to 38 percent. People come from Delhi to Agra in the Chartered buses and go back in the same buses as their purpose is not served. Therefore, a masterplan needs to be chalked out and its expenses should be borne by the Government. A visitor centre should also be set up. Pre-recorded information about the historical buildings and tourist places should be made available. The museum and art gallery should be setup on the basis of archaeological

[Shri Bhagwan Shankar Rawat]

background of Agra. The Rambagh should be developed on the line of the Vrindavan garden. Cultural programmes should be organised there. The work regarding light and sound programme in the Shilpgram should be completed at the earliest. All these instructions were given by him but nothing happened.

The shoorsarovar, Shorepure, Bateshwar, Chambal ghadiyal project near Agra ad Patna bird sanctuary project near Jalesar should be expedited. The Director General of tourism department also told that the religious tourism should be given priority in order to promote tourism. Agra attracts a large number of tourists every year. Dayalbag of Radhaswamy faith the Lord Shiva temple and the area passing from Roonakata to Sikandra is a mythological area. Likewise, in the West the Yamuna river flows in the opposite direction and these are other natural scenes worth seeing.

The introduction of the Goa-Agra-Aurangabad air flight will facilitate the tourists visiting Goa to come to Agra and to Aurangabad to see the Ajanta Allora Caves. I am saying it from a foreign tourists point of view. A suspension bridge should be constructed near Mehtabag it was constructed on the occasion of Yanni's concert which has now been dismantled. That is why the people are not able to see the Taj from the other angle.

[English]

SHRI ANADI CHARAN SAHU (CUTTACK): Mr. Chairman, Sir, other Members are also to ask questions on this.

[Translation]

SHRI BHAGVAN SHANKAR RAWAT: I am just concluding. This should be called to tourism zone. The Taj Mahal and other historical buildings should be closed down on Friday and not on Monday. Arrangement of nature walk should be made in the Shahajahan Park. People should be allowed to view Taj from the Fort point on the holidays. The management of religious places near the Taj should be improved. The rickshaws should be allowed from the Parking place to Taj. There is no night tourism train to come to Agra from Delhi which should be introduced. A.C. two tier coaches should be attached to the Intercity Express which runs between Delhi and Agra in the morning to enable the tourist to come to Agra. You earn rupees ten thousand crores in foreign exchange. If 50 percent of total tourists come to Agra, they deserve to be provided with special facilities.

Therefore, I earnestly request you to declare Agra as tourist capital and link it with Buddhist circuit. It should be declared as an international tourist city and centre. All the facilities required there, should be made available. With the declaration of tourist city, Agra should be declared tourist capital on the line of Mumbai as Commercial Capital and the Agra-Mathura Taj trapaziam area should be developed into a tourism zone. The Ghana bird sanctuary of Bharatpur is also connected with its. Some area of Gwalior is also

connected with it. This circuit should be developed. Bundelkhand area near Gwalior has also got immense potential. I have made all these suggestions keeping in view the domestic and foreign tourists and I do hope that the hon'ble Minister would certainly respond to them.

SHRI RAM NAIK (MUMBAI-NORTH): Mr. Chairman, the question mainly relates to setting up of an international tourism centre. The Minister while replying to this question, told that the Government does not have any such proposal with them therefore, no decision on setting up the international tourism centre has been taken so far. This was reply to the main question.

I have to ask only one question to the hon. Minister. Our country has vast potential for the development of tourism. We have an ancient heritage and there are many places which can be visited by the foreign tourists. I want to say that we can tell the foreign tourists in their countries itself about the places they can visit in ten days. Similarly, the number of places they can visit in a span of 15 days and 20 days, we should make such type of arrangement so that we can give them advance information about the places they could visit. Otherwise the position will be like this that when they visit India, they will have to get reservation for the places they want to visit. This may result in wastage of time. So, we should have a four package for foreign tourists which should include the tourist spots which a foreign tourist would like to visit. We should furnish this information in advance, preferably in their country itself. If we do so, then we can really promote tourism here in India. We will earn foreign exchange thereby, tourists places should be developed and this will create self employment opportunities such as more people will be engaged in the profession of taxi, auto-rickshaw and hotels etc. and these activities will further can expand. I want to know from the Government, what objection does the Government have in doing so?

[English]

SHRI SRIBALLAV PANIGRAHI (DEOGARH): Mr. Chairman, Sir, this discussion emanates from the reply give to the starred question number 181 during this session itself, which was answered on 6th of March. I need not repeat the point already raised or the reference given on the ground. The hon. Minister in his reply has stated that there is no concept or even no proposal of declaring or upgrading certain tourist centres of our country as international tourist centres.

Sir, India, as you know, is an abode of natural beauty. Many places outside India, in different countries, in Europe, America or elsewhere find place in the international tourist maps. A very few places in India are shown as tourist places in such maps. Naturally, Jammu and Kashmir is shown there. The Himalayas are also shown because of mountaineering. Many tourists come to India for undertaking mountaineering.

MR. CHAIRMAN: Shri Sriballav Panigrahi, you know the limitation.



SHRI SRIBALLAV PANIGRAHI: Just a second. I am encouraged by Shri Bhagwan Shankar Rawat and also by the encouragement you have given to him.

This encourages me also. I quite reasonably and hopefully deserve such encouragement from you.

MR. CHAIRMAN: But there are certain constraints and we have to work within those constraints. You are a very senior and experienced Member. You must go by the rules to some extent.

SHRI SRIBALLAV PANIGRAHI: Let us come to the job.

The Himalayas and Jammu and Kashmir figure there. Agra figures there for Taj Mahal, Maharashtra for Ajanta and Ellora caves and so on.

Now, I come to Orissa. It is the home State of the Minister. He knows it very well, even better than I.

Sir, there is a golden triangle connecting Bhubaneswar, Cuttack and Puri. Puri does have the distinction of possessing the most beautiful, attractive and one of the longest beaches in the world. Then, there are rock edifices in and around Bhubaneswar. There are ornamental and artistic temples in Orissa. There are places like Dhauli, Nandankanan, Pathanpot, Chilka, etc., in Orissa where a lot of tourists come every year. The Sun Temple at Konark is known as the Black Pagoda of Asia and architecture there is wonderful. There is no God inside that temple, but because of architectural beauty and different type of appeal of the sculptures, a lot of tourists are attracted to this place. But these places in Orissa are neglected. The foreign tourists are coming only because of the beauty of these places.

Then, tourism is a good and dependable source of earning foreign exchange to our country. I need not explain as to how important foreign exchange is to our economy. I will not go into it because of time constraint. But unless good facilities are created in these places, domestic and international tourists will not be attracted. The life style of international tourists are different from the life style of our country. so, there must be good hotels and other arrangements in places like Konark and Puri. Puri has a beautiful beach. But if there is no beautification in the surrounding area and if there are no good hotels with swimming pool and other facilities, the foreign tourists will not be attracted.

Then, Chilka lake is another attraction in Orissa. Chilka lake is the largest brackish water lake in Asia and millions of birds do migrate there during the winter season every year.

MR. CHAIRMAN: Shri Panigrahi, the time is very limited. Please come to the question.

SHRI SRIBALLAV PANIGRAHI: Sir, I am coming to the question.

Sir, infrastructural facilities like good hotels, international airports etc. are very much essential to promote

tourism in our country. There is the famous Hirakud dam in Orissa. The construction work of the international airport in Orissa has to be expedited. What does the Government of India propose to do regarding development of infrastructural facilities like hotels and beautification of these places in Orissa?

In the international tourist maps, all these places are not shown. Judging by the sizeable number of foreign tourists who are coming to India and also considering the importance of certain places in our country, what is the difficulty of the Government in showing those places in the international tourist maps?

Sir, I know that there is constraint of funds. But some important tourist places have to be earmarked for development. We have both domestic as well as international airports in our country. Recently, there was a merger of International Airports Authority of India and National Airports Authority. So, considering the importance of the tourist places in our country and also considering the attraction of foreign tourists to our country, what is the difficulty that the Government is confronting in upgrading certain highly important tourist places like Chilka lake, Bhubaneswar, Konark, Puri etc. as international tourist centres and provide enough facilities there?

18.00 hrs.

SHRI K.P. SINGH DEO (DHENKANAL): Sir, the hon. Minister need not feel shy in developing tourism in his own State. We all will support him.

SHRI RAM NAIK: Sir, kindly extend the time till the debate is over.

MR. CHAIRMAN: I think the time should be extended till the Minister's reply is completed.

SEVERAL HON. MEMBERS: Yes, Sir.

MR. CHAIRMAN: Shri Rudy, please be brief.

SHRI RAJIV PRATAP RUDY (CHHAPRA): Sir, I have always been very brief.

[Translation]

Rawat Saheb has expressed his views on many points. I would like to ask some questions. Sir, we always talk of resource crunch in every area today, be it the area of development, rural area etc. But there is an area where the revenue of this country could increase manifold and that is the area of tourism.

If you have a look at India's map, you will see sea on the one side, hills on the other and forests and archaeological sites on another side. We come to know about the potentiality of tourism development here after seeing the map of India. There is strong potential of tourism development in India. But no Government could direct its attention towards this during the last 50 years. The extent of money which we will spent on the tourism development. We can earn much more revenue than the amount which we would spend on development of tourism.

Rawat Saheb had talked about Agra but I want to draw your attention towards Bihar. Half an hour discussion is very short on this issue but within this short time, I will put forward some points in this regard. We know that Vaishali in Bihar is an ancient republic. Two Ministers are sitting behind the hon. Minister, who had been earlier Ministers for tourism.

SHRI RAGHUVANS PRASAD SINGH: We represent here Vaishali itself.

SHRI RAJIV PRATAP RUDY: Sir, everybody knows today about the historic importance of the ancient Lichavi Republic. We, today, talk about Parliamentary Forum of England, talk about 50 years but there is an ancient Republic in India which is hundreds of years old, people have a little knowledge about it. It is Lord Buddha's place of penance where people from China and Japan try to visit today. The Bihar Government does not have the capability of tourism development there nor does it have the capability to earn more revenue from tourism development. Tourists visit from Japan and China, the bus service is available for them from Delhi upto Patna Airport which takes them from Patna to Bodh Gaya and then those buses return to Delhi without any passengers because these passengers return from there by aeroplanes.

MR. CHAIRMAN: I have to remind you again, please be brief.

SHRI RAJIV PRATAP RUDY: I would like to put forward some questions after saying something on the issue.

*[English]*

MR. CHAIRMAN: We are not discussing tourism in the country.

*[Translation]*

SHRI RAJIV PRATAP RUDY: Mr. Chairman, Sir, this is such a subject on which I cannot help but to speak. The Japan Government had also given commitment to provide funds for the Buddhist circuit. The possibilities of its development are very strong by linking Uttar Pradesh with Bihar. I want to know from the hon. Minister that the State Government has had discussions many times with the Union Government regarding construction of an international airport at Gaya. Today, tourists arrive at Delhi or Calcutta. If you want to develop from the tourism viewpoint, I would put up a question before you. I would like to have a categorical answer regarding construction of an international airport at Gaya for those tourists who want to directly land there in their own plane or in Government's plane. Steps should also be taken for the development of Vaishali. I represent the Chhapra parliamentary constituency. The biggest animal fair of Asia is organised at Sonapur. I had asked a Starred question in this regard. It was admitted in reply to that question that the biggest animal fair is organised there. You had accorded sanction to it as a tourist centre accepting it as national animal fair. You had also hinted to provide some grants for it. There is strong

potential of tourism development all over in India. I want to add only three more questions in regard to mobilise resources, augment Country's revenue and earnings and to take country forward on the path of progress. I want clarification from the hon. Minister regarding setting up of an international airport of Gaya, the development of the Buddhist circuit and promotion of animal fair which is organised at Sonapur. If the Government accept this fact that the tourism development has not taken place up to the expected level in the last 50 years. If the Government want to do everything by their own hands. Is there any subject which the Government want to part with? If it is beyond Government's reach, the Government should play the role of a monitoring agency. The task of tourism development could be assigned to private sector. I would like to have an answer on these four-five points which are related to promotion of tourism in the country.

I had written a letter to the hon. Minister about Sitamarhi...*(Interruptions)* why the Government avoid to assign the task of tourism development to the private sector? Giving emphasis on these points, I conclude my speech...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Your name has not been balloted. You might have given your name for the ballot, but it does not indicate your name.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Mr. Chairman, Sir, I am really thankful to hon. Member, Shri Bhagwan Shankar Rawat and to the other hon. Members. This debate has really given me an opportunity to explain to the august House about the tourism sector in spite of the particular question that has been raised by hon. Members.

Unfortunately, till now this sector has not been given the kind of importance that was supposed to be given. This is the only sector which is bringing the highest foreign exchange to our country. If you look at the Budget of Tourism Ministry and the total foreign exchange that we get, you will find the total foreign exchange in 1996-97 is three billion dollars and the total arrivals of foreign tourists is 2.3 million. If you ask me, as the Minister in charge of Tourism in the Government of India, I will say that I am not at all happy with this figure.

China is getting 52 million tourists.

Indonesia is getting nearly more than five million tourists.

Bali Islands in Indonesia is getting nearly 3.5 million tourists.

But our figure is only 2.3 million. When this question was raised on what are the destinations for the foreign tourists in India, I said India in totality is the destination for foreign tourists and they want to come and spend time in India and in India all kinds of tourists can be accom-

modated, but the kind of infrastructure needed is not available and that is the unfortunate part of the total scenario that now exists in the tourism sector itself.

I do not say that nothing has been done in the past or we are not doing anything at all. But I am talking of the way we are doing, the speed at which we are moving. I think the neighbouring countries and the smaller countries are attracting more number of foreign tourists and getting more foreign exchange compared to India which is such a vast country having such a vast potential.

SHRI SONTOSH MOHAN DEV (SILCHAR): Now, Nepal is having casinos.

SHRI SRIKANTA JENA: Shri Sontosh Mohan Dev, it is not only a question of casinos. I had gone to China in 1981. I saw the Chinese development, their attitude towards the tourism sector and the awareness among the people about the tourism sector. They have maintained everything. If you go to a street, you can find that even a tree is maintained in such a fashion that it is an attraction for the tourists. If you go to a restaurant, you can find that they have maintained the restaurant in such a fashion that that is also a point of attraction for the tourists. If you go to any lake, you can find the beauty of it. The point is that the kind of expenditure is not much. But the attitude towards beautification and the approach towards tourists matter much. Unfortunately, it happens in our country that if a foreign tourists goes to different parts of the country, the attitude of our people is just to exploit the foreign tourist. If this attitude is there, then the tourists will never come, rather the number of foreign tourists will decrease and it will never increase. What I mean to say is that the awareness about tourism should be there. When one foreign tourist comes to our country, how much foreign exchange are we getting? That aspect also needs to be highlighted so that people in general can be aware of it. They can know what is actually the potential in the tourism sector. We must treat the foreign tourists properly so that more number of tourists can come.

As you have rightly said about the Buddhist circuits, more and more people want to come to the Buddhist circuits, particularly from China, Japan and other Asian countries. Wherever they want to come, the infrastructure has not been properly built. The kind of hotel that is required is not available. The kind of transport that is required is not available.

SHRI RAJIV PRATAP RUDY: The law and order problem is there.

SHRI SRIKANTA JENA: This is an inbuilt problem that I cannot help.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT (AGRA). Mr. Minister, Sir, Agra and Mathura have also these circuits. There is a very big Buddhist circuit at Agra and there is a museum in Mathura in which there are relics of the Lord Buddha.

[English]

MR. CHAIRMAN: Do not enter into that region, please.

SHRI SRIKANTA JENA: I fully agree with you. I will just draw your attention to the importance of this sector itself. I just want to mention about the employment potential that has been created in our country. I want to mention about the recent growth that has taken place. The picture is that today in India 8.5 million people are directly employed in the tourism sector constituting 2.4 per cent of the total labour force. In addition, about 11.5 million people are indirectly employed due to tourism development. It is estimated that as per the 1985-86 price level of the rupees invested, for every ten lakh, 12.6 jobs are created in the manufacturing sector; 44.7 jobs are created in the agricultural sector and 47.5 jobs are created in the tourism sector. This is the calculation that they have made. Whatever investment that is being made, the maximum benefit goes towards employment. It takes care of the unemployment problem also. But the point is that the kind of investment that is required is not available. Today, hotel rooms are not available. It is estimated that 63,000 additional hotel rooms would be immediately required even for accommodating three million tourists. We are getting 2.3 million tourists. If you add another 70,000 more, then you required at least 63,000 rooms extra. What is the target as per the 1992 Action Plan?...*(Interruptions)*

SHRI RAJIV PRATAP RUDY: Mr. Minister, whatever you are saying, it means you are well aware of the situation. We have got all this information adequately from the library. You please tell us, what you are doing in this regard. You are raising queries after queries.

[English]

SHRI SRIKANTA JENA: I am just coming to that, Rudy Ji, the point is I am just highlighting the problems. The requirement of this sector is much. As it is, we require more number of rooms. But the land is not available. Suppose in the metropolis we need more land. But the land is not available. Even if it is available, the cost of the land is much more.

It is particularly so in the State Governments. What is the Government of India's role in this? The Ministry of Tourism's role is that of a catalyst. The real development takes place at the State level. They identify the project, they go for intensive campaign, they give packages, they attract the investors and in that process, the Government of India assists from the Budget.

We have 18 foreign tourist offices in different parts of the world. We publicise the packages and destinations through those foreign offices. We give publicity material to the foreign tourists that gives details about the centres of tourist attractions, where they should go, the facilities available there and so on. But that is not sufficient.

Shri Bhagwan Shankar Rawat has rightly mentioned about the immigration and visa problems. Recently, the Minister of Tourism of Indonesia has told me that 46

[Shri Srikanta Jena]

countries have signed the bilateral agreement and anybody from those 46 countries can come to Indonesia. They can get the visa at the airport itself. They need not apply through their embassies to get a visa for two months. I have written letters to the Ministry of External Affairs and the Ministry of Home Affairs about this kind of an arrangement where we have a bilateral agreement so that anybody who wants to come to India can do so. Even the NRIs are also facing a problem to get the visa at the airport. We have taken steps about immigration also. We have written to the Ministry of Civil Aviation and the Ministry of Home Affairs mentioning that tourists should be treated properly at the airport as also at the immigration level. We have received complaints that they are not being treated properly at the immigration levels. We are taking up this issue with the Ministry of Home Affairs and the Ministry of Civil Aviation. But the point is of investment. In this case, the private sector has a great role to play not only in the hotel industry but also in the connected industries which will develop the tourism sector. What is the number of international airports in Indonesia? They have got 12 international airports in Indonesia whereas we in India have six international airports. You do not have the accessibility when people are interested to take chartered plane and come to their destinations. But that kind of facilities are not available in places like Gaya. If Gaya-Nepal route is opened, then the inflow of tourists from Nepal will be there to Patna and Gaya. We are taking this also with the Ministry of Civil Aviation and the Ministry of Defence to see as to how it can be utilised to increase the inflow of tourists and for making available other facilities.

This year, we have opened it for Agra and chartered flights can come to Agra. Now chartered flights can come to Agra twice in a week.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT: My request is that a regular flights should be operated for Agra. Golden Triangle train should be operated between Goa, Aurangabad and Agra. Shri Paswan is sitting here in this House. Domestic flights should also be operated for Agra. Only one domestic flight is operated in Agra and there is no other flight..(Interruptions)

[English]

SHRI SHRIKANTA JENA: What I mean to say is, first point is about infrastructure for that. We require funds at the state Government level.

MR. CHAIRMAN: It is a Half-an-Hour Question. It is not a general debate.

SHRI SRIKANTA JENA: I am completing it.

[Translation]

SHRI RAJIV PRATAP RUDY: My question was regarding setting up of an International Airport at Gaya, Buddhist Circuit proposal, Sonpur cattle fair proposal and Vaishali proposal.

SHRI SRIKANTA JENA: Shri Rudy, I give a direct reply to your question. We have provided three lakh rupees for Sonpur fair during the current year.

SHRI RAJIV PRATAP RUDY: You had provided this amount during the last year.

SHRI SRIKANTA JENA: It was during 1996-97... (Interruptions) You please listen to me. An assistance of Rs. 250 crores has been provided for Buddhist Circuit from there but the work has not been done in a desired way. Now, you are talking about Bihar Government, then who will do...(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT: The Buddhist Circuit has started from Agra itself.

SHRI SRIKANTA JENA: You please listen to me. This loan is for that state only... (Interruptions) What shall we do. We are taking loan from abroad for increasing its infrastructure ...(Interruptions)

You please listen to me first. After that, if it is necessary, we will have discussion..(Interruptions)

MR. CHAIRMAN: Shri Rudy, let the Minister reply first.

[English]

SHRI SRIKANTA JENA: I will take up the matter regarding the International Airport at Gaya with the Ministry of Civil Aviation because that is not connected with the Ministry of Tourism.

So far as the Buddhist circuit is concerned, I would request him that he should also take an initiative, not politically but as a tourist promoter, and see that the money that is available for Buddhist Circuit in Bihar is spent in time so that more Chinese and Japanese tourists come to his state. That is my only request to Shri Rudy.

[Translation]

SHRI RAJIV PRATAP RUDY: Please tell something also regarding Vaishali. The Railway Minister and the leader of the House is sitting by your side. You please tell what is being done for Vaishali?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): Since you have also dragged me into this discussion, let me tell you that for the first time in the history of the country, a survey is being conducted to construct railway line upto Buddhist Circuit. You know that there was 113 years old demand for construction of railway line from Hajipur to Sugauli via Vaishali. We have inaugurated the survey work and as soon as we receive the survey report, the further action will be taken.

SHRI BHAGWAN SHANKAR RAWAT: Actually, the discussion is not being held on railway budget but since you are the leader of the House, you please atleast make arrangement for stoppage of all trains in Agra.

SHRI RAM VILAS PASWAN: You had met me on this issue. We have made arrangements for stoppage of such trains at Agra, whose stoppage is possible. In addition to this, we would make arrangements for stoppage of other trains also, if it is possible for us. We know that Agra is a famous city not only from my point of view but every point of view. Besides Tajmahal, The Ninth Wonder of the World and the Buddhist circuit is located there. Which city can be more important than this city having so many features.

SHRI BHAGWAN SHANKAR RAWAT: I request you to make an announcement in this House for stoppage of all those trains of Agra which pass through Tundla and Agra. Besides, I would also like to request the Minister of Tourism to make announcement in this House that he would help in securing funds from the Planning Commission and the Union Government for tourism development in Agra.

[English]

SHRI SRIKANTA JENA: Mr. Chairman, Sir, regarding Agra, we have had a lengthy discussion. For Agra, Taj Mahal and Inter Regions Development, a lot of steps had been taken in the past. I do not want to go into all these details, a long list is there. But what I will say is that we cannot think of India's Tourism development without having Taj Mahal at the central point I fully accept that position without Taj Mahal, India's tourism Sector cannot emerge. For that, whatever is required from my side and from the Government of India, that will be provided. Not only that, even for ecological Survey, I will talk to the Ministry of Human Resource Development. So, whatever is to be done in regard to Taj Mahal, Agra Fort, and Fatehpur Sikri, that will be well taken care of.

[Translation]

SHRI RAM NAIK: I would like to urge the Minister of Tourism to form a committee comprising of the Member of Parliament from Agra. The Minister of Tourism of Uttar Pradesh and himself and to take up further action in regard to the entire programme. He should give that much assurance in this House...(Interruptions)

SHRI RAJIV PRATAP RUDY: The development of tourism can play an important role in the development of the country, so the tourism department should work and find a way out in this regard. The Minister of Tourism should constitute a committee comprising of those hon. Members who give suggestions and who want to participate in the discussions regarding development of Tourism and particularly the Minister of Railways should constitute a special committee for Tourism development through railways so that the places having importance from tourism point of view throughout the country could be connected with trains at the earliest...(Interruptions)

SHRI RAM NAIK: Today the Minister should make announcement for holding meeting in regard to Agra. The Minister should give this much of assurance in this House.

[English]

SHRI SRIKANTA JENA: Yes, Sir, for Agra and Buddhist Circuit, I will call for another round of meeting ...*(Interruptions)*... We are giving emphasis not only on Taj Mahal and other parts of the country, we are also giving maximum emphasis on the North-Eastern States and on Jammu and Kashmir to bring it back to the main track of tourism.

For that, let me take this opportunity to announce a new circuit for the northeastern region, that is, Guwahati-Kaziranga-Shillong-Tawang. This will be a new circuit. It is being announced today and it will be implemented this year.

MR. CHAIRMAN: What about Orissa?

SHRI SRIBALLAV PANIGRAHI: There are Hirakud, Konark and other places.

MR. CHAIRMAN: I have taken it up. The Minister may say something for his own State.

SHRI SRIKANTA JENA: I have already announced four new circuits for Orissa.

SHRI SONTOSH MOHAN DEV (SHILCHAR): Why not Konark ?

SHRI SRIKANTA JENA: For Konark this year we have provided a crore of rupees for a light and sound programme. I have requested the Ministry of Railways for a new railway line from Puri to Konark, so that people can come from Puri to Konark. He has agreed for the survey and he has issued instructions for the survey work. Once the rail link is there along the side of the sea—Chilka Dolphin is already there—from Chilka to Puri and from Puri to Konark will be a real triangle. Apart from that, a special tourism area is being developed. The State Government has already taken care of it. They are acquiring 3500 acres of land. We are requesting the private sector to invest in that area and that area will be one of the unique attractions and destinations for the international as well as the domestic tourists.

Let me complete with this sentence.

DR ARUN KUMAR SARMA (LAKHIMPUR): For north-eastern region I have a suggestion to make.

MR. CHAIRMAN: There is a specific rule. In this kind of discussion you cannot just rise and ask questions. The Minister may please complete.

[Translation]

PROF. OMPAL SINGH 'NIDAR' (JALESAR): Hon. Minister, the available resources should be utilised. Whatever happiness in future, it will be taken care of then. The Minister should constitute a committee, hold a meeting and should implement the suggestions received. At present, money may be invested.

[English]

MR. CHAIRMAN: Please do not listen to the dialogue. Whatever the Minister has got to say, he may say only that.

SHRI SRIKANTA JENA: The hon. Member will be specially invited to the Consultative Committee attached to my Ministry. Whatever suggestion he wants to make, he can make it there.

Ultimately I must thank all those who have participated in this discussion. I would like to say only one thing. That

is, this is the only sector which can bring more revenue, more foreign exchange and give more employment. Keeping that in view, whenever there is a debate, tourism should be given priority; at least in the debate, if not from the finance point of view.

MR. CHAIRMAN: The House now stands adjourned to meet tomorrow at 11 A.M.

**18.28. hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, May 16, 1997/Vaisakha 26, 1919 (Saka).*

---

**© 1997 by Lok Sabha Secretariat**

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in  
Lok Sabha (Eighth Edition) and Printed at Sunlight Printers, Delhi - 110006

---